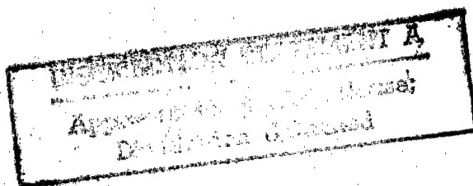


320253

JPRS 81913

4 October 1982



Near East/North Africa Report

No. 2632

19980831 060



FOREIGN BROADCAST INFORMATION SERVICE

4
67
A04

NOTE

JPRS publications contain information primarily from foreign newspapers, periodicals and books, but also from news agency transmissions and broadcasts. Materials from foreign-language sources are translated; those from English-language sources are transcribed or reprinted, with the original phrasing and other characteristics retained.

Headlines, editorial reports, and material enclosed in brackets [] are supplied by JPRS. Processing indicators such as [Text] or [Excerpt] in the first line of each item, or following the last line of a brief, indicate how the original information was processed. Where no processing indicator is given, the information was summarized or extracted.

Unfamiliar names rendered phonetically or transliterated are enclosed in parentheses. Words or names preceded by a question mark and enclosed in parentheses were not clear in the original but have been supplied as appropriate in context. Other unattributed parenthetical notes within the body of an item originate with the source. Times within items are as given by source.

The contents of this publication in no way represent the policies, views or attitudes of the U.S. Government.

PROCUREMENT OF PUBLICATIONS

JPRS publications may be ordered from the National Technical Information Service, Springfield, Virginia 22161. In ordering, it is recommended that the JPRS number, title, date and author, if applicable, of publication be cited.

Current JPRS publications are announced in Government Reports Announcements issued semi-monthly by the National Technical Information Service, and are listed in the Monthly Catalog of U.S. Government Publications issued by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Correspondence pertaining to matters other than procurement may be addressed to Joint Publications Research Service, 1000 North Glebe Road, Arlington, Virginia 22201.

4 October 1982

NEAR EAST/NORTH AFRICA REPORT

No. 2632

CONTENTS

INTERNATIONAL AFFAIRS

Israeli Liaison With Lebanese Authorities Discussed (Tzvi El-Peleg Interview; 'AL HAMISHMAR, 16 Jul 82).....	1
IDF Soldiers Make Themselves at Home in Lebanon (Sami al-Hajj; AL-HAWADITH, 6 Aug 82).....	5
Briefs Israeli Arms to Iran	8

EGYPT

Retired Naval Officer Complains of Mistreatment of Port Department (Ahmad Salah-al-Din Badr; AL-AHRAM AL-IQTISADI, 9 Aug 82).....	9
New Survey of Nation's Shipbuilding Industry Reviewed (Jamal Abu-al-'Azm; AL-AHRAM AL-IQTISADI, 9 Aug 82).....	15
Problems in Dumyat Port Project Planning Reviewed ('Abd-al-Raziq-Ja'far; AL-AHRAM AL-IQTISADI, 9 Aug 82)....	23

IRAN

Minister Outlines Comprehensive Industrial Program (Mostafa Hashemi Interview; ETTELA'AT, 1 Aug 82).....	27
Saudis Said To Have 'Ill-Treated' Iran's Hajj Delegation (Hojjatoleslam Musavi-Kho'iniha Interview; ETTELA'AT, 2 Sep 82).....	35
Military Industries Producing Vital Spare Parts (KEYHAN, 2 Aug 82).....	39

Successes of Army Commissary Operations Praised (Towfiq Interview; KEYHAN, 29 Jul 82).....	45
Controversy Arises Between Greek Magazine, Athens, Iran Embassy (ANDI, 23 Jul, 3 Sep 82).....	49
Contested Magazine Article Embassy Missive; Greek Rebuttal	

ISRAEL

West Bank Leaders Discuss Effects of Lebanon War (AL-MAJALLAH, 7-13 Aug 82).....	53
Military Communications in Lebanon War Discussed (Tzvi Amid Interview; BAMAHANE, 7 Jul 82).....	59

ISRAELI LIAISON WITH LEBANESE AUTHORITIES DISCUSSED

Tel Aviv 'AL HAMISHMAR in Hebrew 16 Jul 82 p 4

[Interview with Colonel Tzvi El-Peleg, commander of the civilian population aid unit in southern Lebanon, completed his military service in the area. Several hours after he took off his uniform, still lying next to his duffel bag at the entrance to his apartment, Tzvi El-Peleg said: "I must deny the reports which appeared in the communications media suggesting that my release is related to differences of opinion that arose regarding the policy in southern Lebanon. The truth is that I have completed my reserve service and have simply returned home."

Tzvi El-Peleg is the commander of the military government unit in the General Staff, the function of which is to administer territories to which the IDF has come during times of war. In all the wars of Israel to date, the unit's objective was clear. However, in the wake of the Lebanon operation, the situation has changed. "We have trained the personnel of the unit to function in occupied territory among a hostile population while fulfilling its organizational and administrative functions in order to provide services to the civilian population. After the Six-Day War, for example, all the department heads and senior officials of the Jordanian government fled the West Bank to Jordan. A similar thing happened in Gaza when most of the Egyptian representatives and the senior officials fled to their country. This required us, at least in the first stage, to carry out functions which are generally assumed by officials, police, the municipality, etc. It was only later that the situation changed, but the senior officials have not yet returned to the territories. In Lebanon the situation was completely different, requiring thoughtful arrangement and innovative implementation. From the beginning we had the sympathy and cooperation of the civilians and the village heads in southern Lebanon, most of the department heads in the municipalities, and the representatives of the central government who fled for their lives when the terrorists came to the area in 1976-77. They have now returned from Beirut to southern Lebanon and have presented themselves to us and have offered to cooperate with us."

[Question] Why is it that now after you have completed your assignment are they limiting the scope of activity of the unit?

[Answer] It's logical. The unit must only be a liaison group between the Lebanese government and the Israeli authorities on everything connected with and to the Lebanese citizens. The more our presence is decreased in the area, the better the Lebanese authorities will function. We must evacuate as soon as possible the government buildings which we seized and turn them over to the Lebanese officials for the performance of their functions. The schools and other public institutions must also be returned as soon as possible to their original purpose.

[Question] There is considerable talk about the need to change the situation in Lebanon and establish a central government as soon as possible. Is this possible under existing conditions?

[Answer] In Lebanon a community organization has always existed alongside the central government. It has never replaced the central government. It has served as a spokesman and representative for groups and communities, a kind of lobby. However, in the seventies an element entered the picture which was opposed to the central government and sought to dominate the elected administration. I am referring to the PLO with all its organizations.

[Question] Will the blow which the PLO has absorbed now help in changing the situation in Lebanon?

[Answer] This is a major question which is related to the current situation in Lebanon. The inter-community fragmentation made it easy for the PLO to seize control. This was undoubtedly the main reason for the build-up of its strength in Lebanon. Everyone in the country acknowledges today that this was also to blame for the situation in Lebanon. This is what all the Lebanese personalities with whom I have talked in recent weeks have told me. Without the community and social fragmentation, a PLO administration would never have arisen. The PLO exploited and used the existing antagonism and exacerbated the strife between all the population groups in order to control them. Lebanon is in a psychological stage which will make it easy for the communities and their heads to draw conclusions from past experience. They understand that without a reasonable settlement and without solving the situation of the discriminated communities, the exploited groups, and the funds which are allocated on the basis of closeness to their department, there is no possibility for an independent Lebanese existence, and there will always be the danger of the return of the PLO or a similar element. Without Lebanese unity, there will be no answer for its independence.

Trend Toward National Reconciliation

[Question] Is there a reasonable chance of establishing a central government?

[Answer] A much greater chance than in the past. Among all public circles and among the decision makers, there are increasingly strong voices leaning toward national reconciliation. There is an increasingly strong voice on the part of those who understand that as long as there are those who are discriminated against and a strong minority dominating a new majority, there will be fertile ground for foreign elements, and the nightmare of the

Syrian invasion or the entrance of the terrorists will recur. It must be understood that Lebanon lacks a national consensus, and as long as the public does not become unified, there will be the danger of foreign domination of the country. It must also be understood that the Syrians, the Iraqis, the Libyans, and the terrorists entered Lebanon at the invitation of various elements who tried to gain the upper hand over their adversaries with the help of the invaders. They did not understand that in this way they would be obligated to them for a long account.

[Question] Does the remaining presence of the terrorists in Beirut constitute an obstacle for the achievement of Lebanese independence?

[Answer] As long as there are terrorists in Beirut, there is no chance for an independent Lebanon. When they came to the country in the late sixties, they stated that they would do no violence to the central government. Their presence created a momentum and a focal point which converted them from the recipients of aid to encroachers upon the central government. This will recur as long as they remain in Beirut. A situation was created in which Lebanese soldiers were prohibited from moving freely on the roads, and they were actually confined in their camps. The Lebanese police had the responsibility to collect fines on sanitation cases only whereas crimes, thefts, and murders were under the exclusive control of the terrorists. The terrorists did not tolerate competitors, and Lebanon and its government were a nuisance for them.

[Question] Much has been said about the intention of the terrorists to establish a state within a state.

[Answer] They wanted to wage war against Israel. When an independent Lebanese government was established, it represented an obstacle to PLO activities in Lebanon. Therefore, the terrorists sought the erosion and destruction of the Lebanese establishment which did not join them. For example, they did not touch Public Security and certain arms of the government that preferred to serve under them and not to disappear. The PLO gave the officials in Lebanon the choice of cooperation or disappearing from the area.

[Question] Will the central government that is to be established in Lebanon succeed in imposing its will on Lebanon?

[Answer] The Lebanese government and its arms have not yet become strong enough to impose its will on the population and to block attempts to sabotage the government. Every one of the cabinet members is still within reach of the Syrians and the terrorists. They feel that they are still vulnerable and can be killed. The police and the army have still not recovered from the damage in morale, equipment, and personnel which they suffered in recent years. Whoever has sat for 7 years with crossed feet will find it difficult to stand up and walk in 1 day. This was the condition of the security forces in Lebanon.

Strong Lebanese Army

[Question] Have we succeeded in establishing connections with the civilian population in southern Lebanon and reaching an understanding with them?

[Answer] There are today Lebanese who are prepared to go abroad and tell of the rapes, murder, torture, and the cutting off of children's fingers which the terrorists perpetrated on the civilian population. But they are the courageous minority. Most of the residents are still afraid of the future. With the departure of the IDF from the area, there will be no one to protect them from the possible return of the terrorists. This is a delicate matter and it must be understood. I have no doubt that most of the civilian population in southern Lebanon has high regard for the IDF and Israel. They have never known such a reality--a military administration which comes to assist and not do violence to the civilians.

[Question] Is the population of southern Lebanon capable of defending itself without the assistance of a central government and without the protection of the IDF?

[Answer] Without a strong Lebanese army, backed by a central government which knows what it wants to do and is prepared to exercise its authority, the collaborators with the terrorists will once again rise up and do violence to the loyal citizens of the country. There were residents who became rich from the presence of the terrorists. Tens of thousands of residents of southern Lebanon fled out of fear of the terrorists, and among them, many preferred to cooperate with the terrorists in order to save their lives.

[Question] Various elements are competing for control of the Lebanese government: Haddad, the Phalangists, the Al-Amal organization, etc. What do you believe is the best solution for both Lebanon and Israel?

[Answer] The best thing for Israel and Lebanon is the establishment of a strong central government which will impose its control over all of Lebanon. Not the left, not the right, not Haddad and not the Phalangists as independent elements. A central government represents an address with which a settlement can be reached, a peace treaty signed, and mutual security agreements established in order to prevent the return of the terrorists and to assure that the northern border will be a security border for Israel and Lebanon.

5830

CSO: 4423/202

IDF SOLDIERS MAKE THEMSELVES AT HOME IN LEBANON

London AL-HAWADITH in Arabic No 1344, 6 Aug 82 pp 58-59

[Article by Sami al-Hajj]

[Text] Around the table next to ours in one of the well-known sidewalk cafes of the summer resort of Brumana sat four Israeli soldiers sipping beer and chatting in Hebrew, of which we understood not a word. In less than an hour each of them drank three cans of beer before paying the bill with a broad smile, getting into their vehicles, and leaving.

Several meters away is a small restaurant that sells sandwiches, chicken, meats, etc. It is packed all day long and much of the night because "the food's good," as the Lebanese say. Quite a crowd was in front of it. Among the dozens of customers were Israeli soldiers standing in line awaiting their turn like the other customers. I asked (the proprietor) after the soldiers left: "They are new customers. Do many of them come to you?" He answered: "A number of them come to me every day and I see the same faces every day, especially in the evening. Some have become regular customers."

There are many like this restaurant or sidewalk cafe owner, not only in Brumana but everywhere in Lebanon reached by the Israeli invasion, who have begun to know "the other face" of the Israeli soldiers. A familiar sight for the Lebanese in public places is no longer just the Israeli vehicles and tanks roaming freely over the roads but Ariel Sharon's soldiers shopping in the markets of Lebanese cities and villages like the Lebanese themselves.

While on leave the Israeli soldiers turn into tourists in the regions under their control. Tourists in military uniform walk arm in arm smiling broadly, wandering about the markets and streets, gazing at shop windows in wonder and curiosity, especially the shops that sell electrical goods such as radios, recording equipment, color TV sets, cameras, and other "luxury" items, which the Israeli citizen with a limited income considers himself to be deprived of in Israel either because the price is too high or the items are not available in the local market.

I once met two Israeli soldiers each carrying a plastic bag with shoes in it. From their features it seemed they were Jews from the Arab World, so I asked them in Arabic: "Don't you have shops like these in Israel?" One of them smiled and said: "Yes, only yours are much cheaper!" His broken Arabic suggested he was a Jew from the Maghreb.

The fact is the low purchasing power of Israeli currency from which Begin's government is suffering and the inflated prices of such articles are among the main reasons why Israeli soldiers set out to buy many things during short furloughs in Lebanon in order to bring them during a long furlough, or exchange them, to...their homes.

In some parts of Lebanon, the South for example, stores selling household goods, electrical, and electronic equipment and various kinds of perfumes have begun to experience a shortage of supplies because the invading Israeli soldiers rush to buy them. I personally observed how they line up in front of stores that sell bottles of perfume in the southern city of Marj 'Uyun, each awaiting his turn. And I noticed signs of satisfaction on the face of a drugstore owner because the volume of business was double that in ordinary times.

In the city of Jazzin, in the highest part of the South, Israelis hasten to buy such traditional Jazzin products as knives, forks, and spoons with bone handles. On the highway between Sidon and Tyre were long lines of soldiers waiting in front of a large store to go in and buy something.

I asked a shop owner in East Beirut how justified was the general Jewish (reputation for) "stinginess." He said: "I believe this charge is false. A soldier bought from me in a single transaction a lot of the same articles for more than a thousand liras. When I asked him if he was going to trade them in his country, he shook his head in the negative and answered in broken Arabic: "No, my friend, these are all gifts."

American tobacco too is something Israeli soldiers are very fond of. True, it is available in their markets, but it costs twice as much as here. This rush to buy packs of American cigarettes is reflected in a rise of at least 20 percent while the prices of other kinds have risen 30 and 40 percent.

The Lebanese night also impels the Israelis...to go out. Parts of Beit Mari and Brumana know a good deal about the Israeli soldiers who come to their restaurants and cafes. Some of them are crazy about Lebanese arrack which they rush to buy in quantities. A friend told me about an Israeli whom he had gotten to know by chance. They went out together several evenings. This friend assured me that the ability of the officer to "drink arrack" is unbelievable. In less than 13 hours he drank a glassful without water and without batting an eye.

Israeli soldiers are seen in the stores of 'Alay and Bhamdun where life has resumed its natural course and they bargain with the shop and store owners over this or that article. In the heart of the 'Alay market stood an army jeep in front of a store. The officer asked the owner to show him where he could buy sweetmeats. The man pointed to a place at the end of the market. The officer ran to it and bought as much baklava as he could. No wonder, for Lebanese baklava also tempts the Israelis.

Tradesmen and shop owners who have sold Israelis various kinds of goods say they pay the fixed price without protest or haggling. And they pay sometimes in their currency (shekel) and sometimes in Lebanese currency, rarely in dollars. The buyer and seller deal on the basis of a shekel being worth between 19 and 20 piasters for each Israeli cash unit.

However, it appears that some of the invading soldiers do not follow the advice not to crave the possessions of others. Israel announced it had arrested dozens of its soldiers caught in the act of stealing. They were trying to remove valuable easy-to-carry things from houses in some of the areas they entered. It appears that Israeli soldiers are often tempted to steal valuable small articles (e.g., radios, recorders, works of art, and television sets) which can be easily hidden among their things. There occurs on the periphery of these dealings what can be called Israeli "suitcase trade," which is like what some smugglers in the Arab countries do.

The increased demand for these articles had led to a general price rise from the evil consequences of which the Lebanese consumer alone suffers. On the periphery of the "suitcase trade" dozens of instances of smuggling by Israeli army men of all ranks across the Lebanese-Israeli borders have occurred. This made the Israeli border authorities tighten up their search operations. And the soldiers and even the tanks returning from Lebanon are closely inspected and searched. The Israeli command also proceeded to limit the quantities of goods that soldiers returning from Lebanon can bring in. They have allotted to each soldier, for example, a single bottle of arrack or whiskey, one box of tobacco, and just one television set or any (other) single machine, etc.

5214

CSO: 4404/642

INTERNATIONAL AFFAIRS

BRIEFS

ISRAELI ARMS TO IRAN--Western sources in Paris confirmed that Israel sent Iran as a "gift" more than a truckload of arms seized during the occupation of the Lebanese city of Sidon. It did so via the Larnaca Airport in Cyprus. The first shipment of arms reached Tehran several days before the Iranians attacked Iraq. [Text] [London AL-DUSTUR in Arabic No 245, 2 Aug 82 p 12] 5214

CSO: 4404/642

RETIRED NAVAL OFFICER COMPLAINS OF MISTREATMENT OF PORT DEPARTMENT

Cairo AL-AHRAM AL-IQTISADI in Arabic No 708, 9 Aug 82 pp 36-38

/Article by Rear Adm (Ret) Ahmad Salah-al-Din Badr: "Planning for Egypt's Ports-- Where to?"

/Text/ Marine transportation issues in Egypt are numerous. Accumulated problems have made them some of our most complicated issues, and some of the ones which have the severest effects on our domestic economy and the livelihood of the broad base of the Egyptian people.

The anticipated solutions to marine transportation issues will come about not through reports discussed in the Consultative Assembly, recommendations issued by this venerable assembly, or the proliferation of agencies supervising marine transportation sectors in Egypt and agencies operating in its various fields.

Moreover, these issues will not be resolved by getting the private sector to take part in the various marine transport activities, because it will not succeed where the public sector has failed, in the marine transport sector especially. The opposite is the case: if the public sector succeeds, the road to success for the private sector is assured.

Nonetheless, the Consultative Assembly deserves thanks and appreciation from everyone who is active in marine transport and people who are concerned with it for confronting its most complex, most important issues.

However, in spite of all the reports that have been discussed and opinions which have been presented, there is one matter which is fraught with seriousness. While it still lies within the scope of a "problem," we would like to have attention directed to it before it goes beyond that and enters into the realm of "an issue." This is the subject of the planning of Egypt's ports, Egypt's projects and marine installation projects.

Egypt's ports are currently under the dominance of:

1. The Higher Port Council.
2. The Ministry of Transport, Communications and Maritime Transport, through

the two positions of the deputy minister for port affairs and the director general of port traffic.

3. The marine transport sector's technical secretariat.
4. The technical consultative committee on ports.
5. The general port authorities (Alexandria, Port Said, the Red Sea and others that are being created).
6. Lastly, the Ports and Lights Department.

In addition to this, the course of activity in the ports is subject to control by other government agencies, foremost of which are customs; passports, immigration and nationality; the security and guard forces; the armed forces; local government, health and agricultural quarantine, and so forth.

The Ports and Lights Department is undoubtedly the oldest and most deeply-rooted organization that is active in marine transportation, through the civil installations and engineering projects it prepares and provides inside and outside ports and along the shipping routes that penetrate Egypt's territorial waters and the high seas, in service of the flow of commercial and military traffic of different nationalities and the reception of cargoes from ships entering and leaving domestic ports of different types. Moreover, it issues certificates of seaworthiness for ships and their crews. This role, which at the same time is a function, confers upon the Ports and Lights Department an "international" flavor. Because of this, it is impossible to dispense with the department or even just to restrict its functions or limit its powers--regardless of the legislation that might be issued, and no matter how the numbers of agencies supervising or dominating the ports might increase or the activities in being in the port sector might proliferate.

Anyone who has followed the work in the ports of Egypt and arrived at an understanding of their conditions can observe the degree to which the Ports and Lights Department has been stifled by the boycott other government agencies controlling ports and lights have imposed on it, causing it to lose its spirit of willingness to fulfill its functions. This has given the forces imposing the boycott the opportunity to strip it of some of its functions, out of envy at its appearance, not its substance. If the appearance fails to realize these forces' designs, they will cast the blame for the failure on the Ports and Lights Department, because the essence still is, and will remain, its genuine area of responsibility and its prime responsibility, in terms of law, legitimacy, practice and history though the Ports and Lights Department has found itself almost an illegitimate, unwanted child while in reality it is the virgin offspring of the ports sector--and, in spite of all conspiracies and misfortunes, is piously devoted to its mother, Egypt, the mother of all!

The Ports and Lights Department, the legitimate offspring which was born a giant at the hands of Muhammad 'Ali Pasha, the man who set out the first stones for the modern port of West Alexandria 150 years ago, deserves the main share of credit for the projects to expand and enlarge this great port and consolidate its resources

which followed its birth until it acquired the form, expanse and capabilities which it bequeathed to the General Egyptian Organization for the Port of Alexandria in 1963. Although, throughout the Muhammad 'Ali dynasty's rule of Egypt, the higher and leadership positions in the Ports and Lights Department were assigned to foreigners, British or French, the work was based on the capable shoulders of Egyptians like Muhammad Mazhar (the builder of the Ra's al-Tin lighthouse), Hasan al-Sa'ran, Muhammad al-Ra'i, Muhammad 'Arif, Muhammad Anis and others. On the shoulders of this pioneering vanguard, Egypt, in the era of Muhammad 'Ali--up to the end of Isma'il's era--constructed the lighthouses of Ra's al-Tin, al-Burullus, Rashid, Dumyat, Port Said, al-'Ajami, and al-Qubari on the Red Sea coast and the lighthouses of Zannubiya, al-Za'faran, al-Ashrafi, Abu-al-Katran, Suez, Ra's al-Ghayb, al-Akhawayn, Shadwan and al-Wajh on the coast and islands of the Red Sea--not to speak of the Barbarah lighthouse in Somalia. Indeed, these men, the scions of the Port and Lights Department and the Alexandria Marine Shipyard, gave their effort and their expertise to Egypt at a time when we were cursed by intervention by the forces of foreign greed in the affairs of the country, during the era of the Khedive 'Abbas, and a start was made to liquidate the Egyptian military and commercial maritime force through their contribution to the construction of the al-Khayriyah Barrages, the levees and bridges over the Nile River and the construction of the railways.

The Ports and Lights Authority, under various titles and in the context of subordination to various bodies, continued to be the nerve and the pillar of all port and lighthouse projects and one of the greatest sources of revenues and had the most capable personnel in marine works engineering, until a start was made in reorganizing the affairs of "the administration and operation" of Egyptian ports, at the start of the sixties in this century, and the Ports and Lights Department started to lose its status, which the new organizations have not yet managed to assume or compensate for.

Let us cast a rapid glance at the legislation that has been issued in the recent, modern history of Egyptian ports, so that we can examine, through it, the degradation that the ports projects have suffered.

On 23 March 1905 a sublime order was issued establishing "the Department of Ports and Lighthouses" ("limanat" in Turkish means port). On 2 June 1919 a decree was issued establishing the Ministry of Communications, which the Department of Ports and Lighthouses, to which the Department of the Port of Alexandria was subordinate, would be under. Then the name of the department was amended to the "Department of Ports and Lights."

On 15 November 1960, in the days of the union with Syria, War Minister's Decree 2285 (bis) for 1960 was issued organizing the Department of Ports and Lights in the United Arab Republic. Its first article stipulated that this department would have the jurisdiction of "supervising all matters related to shipping, the commercial fleet, and ports and lights in the two regions of the republic." Its third article stipulated that the planning and organization department would be concerned with the preparation of studies on the subjects of "general and technical planning policy for affairs of shipping, the commercial fleet, and ports and lights."

In its seventh article, it stated that the Department of Ports and Lights in the southern region included general and surveillance departments, including, in Paragraph Two, "the General Department of Civil Engineering, which includes the administration of project sections and the administration of maintenance sections," and, in Paragraph Three, the General Department of Mechanical and Electrical Engineering.

The same year, Decree 169 of the President for 1960 was issued (AL-JARIDAH AL-RASMIYAH, 25 February 1960), establishing a higher council of ports to be subordinate to the Ministry of War. It stated, in Article Two, that its purpose was "to seek to improve the ports in the southern region and upgrade the services they provide" and "to draw up a planning policy for the port installations and their facilities." The minister of state for war affairs was the chairman of this council, which contained 15 members, one of whom was the general director of the Ports and Lights Department.

Over more than a half century's time, the Ports and Lights Department remained subordinate to various bodies and was responsible for everything concerned with the administration and operation of ports, the designation of state sovereignty over coastal seas and territorial waters, and the powers related to them. The department exercised its responsibilities and jurisdictions through two agencies. The first was embodied in the government's sovereign authority, and that is the agency which is the subject of this investigation.

Up to 1963, this agency pursued its responsibilities and powers in the areas of:

1. The inspection of ships at sea.
2. International maritime treaties.
3. Ports and navigational aids in Egyptian waters.
4. Port planning and the operation of marine installations.
5. The marine affairs of coastal waters and territorial and international waters.

So far, it has been clear that responsibility and power in these areas must be central, through a sovereign agency. We will not discuss the body to which that is to be subordinate now, but we will return to it upon examining the contents of the legislation which began to be issued in 1963:

1. In 1963, Republican Decree 2110 for 1963 was issued establishing the Egyptian General Organization for the port of Alexandria.
2. On 8 May 1967, Law 6 for 1967 was issued establishing a "general authority to administer the port of Alexandria" which would be called "The General Port of Alexandria Authority" and would take the place of the Egyptian General Authority for the Port of Alexandria. Article Five of the law stipulated that that would be published in AL-JARIDAH AL-RASMIYAH and that it would go into effect as of 20 August 1966, that is, retroactively 9 months prior to its issuance!
3. On 20 August 1966, Republican Decree 3293 for 1966 was issued regarding the jurisdictions and responsibilities of the General Port of Alexandria Authority. Article Two stipulated that "the authority has the jurisdiction, to the exclusion of others, of managing the port" and has the jurisdiction "of establishing and

maintaining docks for mooring ships, breakwaters and shipping channels and of expanding, cleaning out and deepening the port." The same article gave the authority the right "to set out bills and statutes which would guarantee the proper progress of work in the port, without restriction to government statutes and circumstances!" Article Six of the same decree stipulated the formation of a board for the authority to consist of 16 members, including the deputy minister of war for port and light affairs.

4. On 2 August 1977, Decree of the Prime Minister 736 for 1977 was issued reconstituting the board of directors of the General Port of Alexandria Authority to consist of 21 members, including the director general of the Port and Lights Department.

5. On 1 June 1978 Republican Decree 217 for 1978 was issued as establishing the General Red Sea Ports Authority. This assumed the same pattern and platform as the republican decrees organizing the activities of the General Port of Alexandria Authority, except that its board was composed of 14 members, and included no one representing the Port and Lights Department!

We have a rapid observation we would like to present at once: why the removal of the Port and Lights Department from the board of the General Red Sea Ports Authority? Was it because this authority has less status than the General Port of Alexandria Authority, because the Port and Lights Department has less status, or because it has ceased to deserve the honor of belonging to the boards of Egyptian port authorities? What provokes one's amazement and astonishment is the fact that geographically, and by the logic of its title, the General Red Sea Ports Authority has custody and supervision of five ports, Suez, al-Adabiyah, al-Tur, al-Ghardaqah, and Safajah. (The port of Sharm al-Shaykh was added to these lately.)

Let us come back to the legislation, by virtue of which, and in accordance with the ministerial decrees that followed it, hands started to be extended to the engineers in the Port and Lights Department, who were working in "port planning and the operation of marine facilities," turning them into flimsy agencies called "the engineering sector" in every port authority. This led to a decline in the power of the central agency in the Port and Lights Department; at the same time, the new engineering sectors did not add any strength to any of the port authorities.

It is worth pointing out that the Port and Lights Department has made great achievements, which it realized over the period of 20 years preceding the establishment of the port authorities, not just in the field of port installations but also in the field of naval air installations, such as the al-'Ajami airfield west of Alexandria and the al-Jamil airport at Dmyyat. It has also helped, through its expertise, support the technical agencies in the Suez Canal Authority, the Department of Roads and Bridges and the Egyptian universities, and has supplied the World Bank with one of its most competent engineers to work for it as a port activity expert. The port of Alexandria, in particular, enjoys the good work, for which the engineering department of the Port and Lights Department deserves the credit, of establishing new piers on very soft soil (piers 46 and 47) in an innovative manner in accordance with a modern scientific theory, the construction of passenger station piers (1,300 meters long) using the same theory, and the construction of oil

piers for mooring seven large tankers as well as a pier for coal products and piers for chemical fertilizers!

By way of a continued trampling on rights, and on the people who had these rights, Republican Decree 241 for 1981 was issued on 14 May 1981 forming the Higher Council of Ports, from whose membership the Port and Lights Department was excluded. The department had originally been a member of the Higher Council of Ports which had been established in accordance with Republican Decree 169 for 1960 and the Higher Council of Ports and Lights established in accordance with Republican Decree 1198 for 1974.

Dear reader, do not be amazed or astonished. I personally was one of the first people to claim that it was necessary to establish a higher council or a higher authority for marine ports, in my belief in what this sort of council or authority could provide in the way of services for the port sector in the field of planning, advice and guidance, because of the competence and special expertise it contained. However, we did not imagine, until the moment in which Decree 241 for 1981 came, /that it would/ demand the establishment and formation of a council in which the Ports and Lights Department was not a member and to whose meetings it was not invited.

Simply and easily, we can deduce, from this series of items of legislation and decrees, that the government no longer considers it feasible to have a central agency for port and marine installation planning but considers that it would be better to adopt a policy of decentralization. Would that that were true and the government's conduct belied this logical deduction, by bringing in foreign consulting firms, after making sure that the Egyptian expertise that once existed in the central agency of the Port and Lights Department was eliminated. These are firms that started flowing into Egypt around 1975 and have received fees estimated at about \$5 million so far!

It would have been preferable had dishonorable personnel planned the drafts and original copies of this legislation and had there been personal interests and areas which had pushed these drafts to the point where the laws and decrees went into effect. It would also have been preferable, without assuming malevolence and ill intent, had the government found itself in a critical position and called in the foreign consulting firms to plan Egypt's ports and facilities for it, ignoring that "a return to what is proper is a virtue," although what is proper is obvious and the virtue is to be desired.

In a coming article, we will get back to what is proper, and the people who are in the right, as regards planning and port installations. Are these central, sovereign matters or local service affairs?

11887

CSO: 4504/466

NEW SURVEY OF NATION'S SHIPBUILDING INDUSTRY REVIEWED

Cairo AL-AHRAM AL-IQTISADI in Arabic No 708, 9 Aug 82 pp 32-35

/Article by Eng Jamal Abu-al-'Azm: "The Shipbuilding Industry in Egypt"/

/Text/ It was inevitable that this industry would be established in ancient times in Egypt, in light of the seas that surround Egypt as well as Egypt's geographical position, which makes communication with the nations of the world by sea a necessity. History tells us that this industry thrived in the eras of the ancient Egyptians and Egyptian ships ventured into the Red and Mediterranean Seas on commercial voyages, as the temple of al-Dayr al-Bahri, in the era of Hatshepsut, speaks of voyages to the land of Punt (northern Somalia). Some historians also inform us that attempts were made at voyages around Africa. The scholar Thor Heyerdahl has tried to establish the transfer of ancient Egyptian culture to Central America through voyages by Egyptian vessels built of papyrus.

Matters were then dormant for many centuries, until the start of the history of modern Egypt in the era of Muhammad 'Ali. This was the same epoch in which the modern Japanese resurgence began, in the era of the Meiji dynasty. This industry originated in the Bulaq shipyards, now the nucleus of the spray /irrigation/ shops in Imbabah, with the manufacture of wooden vessels. Its main products were warships which ventured into such dangerous naval battles as the battle of Navarino with the Ottoman fleet, in confrontation with the British, French and Russian fleets. In that era the Egyptians also transported dismantled ships and assembled them in the Red Sea to move Egyptian troops under Ibrahim Pasha's command, in support of the Ottoman governor in his war against the Wahhabites in the territory of the Hijaz.

The film of reminiscences passes through mankind, reviewing this glorious history and drawing a comparative study of the great lapse which has befallen us in this important industry.

Recently, an important nucleus for this industry originated once again in the early sixties. In this article, we will review Egyptian shipyards that build or repair ships, which we can identify as follows:

1. Belonging to the Ministry of Industry.

This is the Alexandria shipyard, which is the largest shipyard in Egypt. The project of erecting it was started in 1960, and it started to build ships in 1968. The number of people working in it comes to about 5,000. It was built in cooperation with Soviet experts, alongside the construction dock, on which two ships of a capacity of up to 35,000 deadweight tons can be built. It comprises two drydocks, the first for vessels of a capacity of up to 6,000 deadweight tons and the second for vessels of up to 6,000 deadweight tons, in addition to a mechanized unit for the construction and repair of auxiliary vessels. The shipyard has built numerous cargo vessels, for the Egyptian Shipping Company and for Russia, in addition to numerous auxiliary marine units and marine installations.

One of this massive shipyard's basic defects is that it occupies a large area of the port of Alexandria, which suffers from congestion, causing great damage to this port.

2. Belonging to the Suez Canal Authority.

The Port Said Marine Shipyard:

This is subsidiary to the marine shipyards which are directly subject to the authority's administrative system. It is situated at Port Fu'ad, about 3,500 people are working in it, and it can build ships of a capacity of up to 10,000 tons in a dock where two units can be built at the same time. It also has floating drydocks of capacities of 5,000, 1,000 and 25,000 tons, as well as repair docks of various capacities up to 1,000 tons. In the early sixties, through cooperation with a hand-picked German team, it built the first Egyptian ship. The shipyard has also built numerous cargo vessels for the Egyptian Shipping Company as well as some floating units for the Suez Canal Authority. In light of the circumstances of the last war, the significant labor and some equipment was moved out to Alexandria, then returned after the war ended, while new equipment was bought. Recently the shipyard resumed building cargo vessels of 6,500 ton capacities, and so forth.

The shipyard has an ambitious project to establish a manpower training center to supply itself with skilled labor, which this industry is constantly lacking.

The Port Tawfiq Shipyard:

This belongs to the authority's shipyard department and is situated in Port Tawfiq. It has built numerous small marine units and has also carried out repairs. A mechanical dock is now being built with a capacity of 2,000 tons on the lifting and draying system, and a shop is now being built in the yard to build units made of plastic reinforced with fiberglass. The authority's shipyards are administratively subject to the companies in the authority. Representing each shipyard is an independent company:

The al-Timsah Shipbuilding Company:

This company started its activity in the early sixties, with Dutch aid and advice. About 1,800 persons are working on it now; its activity, in addition to

shipbuilding, includes marine contracting and iron installation work. It is now being outfitted with a dock on the lifting and draying system with a capacity of 1,500 tons, which can be increased to 2,000 tons, and it will essentially work in repair operations. This company builds auxiliary marine units and has constructed a number of marine units for the Suez Canal Authority and others in Egypt, as well as for Libya and Syria, in addition to oilfield development in Egypt, Syria and Tunisia.

The Canal Marine Installations Company:

This shipyard is located in Port Fu'ad and is basically a nationalized company in which about 1,400 persons are working. It is essentially relied on for the construction and repair of marine units for the Suez Canal Authority. It is now being developed and a 750-tons mechanical dock is being built. In addition, it has an old concrete floating drydock with a capacity of 800 deadweight tons.

The Port Said Engineering Works Company:

This is a nationalized company and its main workshop is in Port Fu'ad. It has various branches in Alexandria, Port Tawfiq and even Aswan. This company has achieved success in manufacturing oil tanks, in addition to ship and radar equipment repair work and the construction of small marine units. The number of people working in it comes to about 1,500.

The Suez Shipyard:

This is a nationalized company. It is situated in Port Tawfiq and about 1,000 people are working in it. This shipyard's activity consists essentially of repair work and it has a drydock for ships of 5,000 deadweight tons. It is now being developed to accommodate a floating dock with a lifting capacity of 30,000 tons, in addition to a dock for the repair and construction of small units. It recently began to build simple marine units.

3. Belonging to the Ministry of Marine Transport.

The Egyptian Ship Repair and Construction Company:

This is essentially a nationalized company situated in the port of Alexandria. It is a company of long-standing with a history of repair work. Recently it has been orienting itself toward shipbuilding activities (limited in profitability, relative to repair work). About 2,600 people are working in this company and its basic activity is repair work. It has a floating drydock with a capacity of 6,000 tons and a mechanical dock is now being built with a capacity of 600 tons. The company is thinking of building a floating dock with a capacity of 10,000 tons.

Alexandria Port and Light Workshops:

These are extremely old workshops. They are situated in the port of Alexandria and they have had development projects for decades. A mechanical dock has been built but it has not operated at its full capacity of 500 deadweight tons. It

has also been able to use an old drydock working at very low capacity for vessels with a capacity of 600 tons deadweight. About 650 people are working in these workshops.

4. Belonging to the Ministry of Housing and Redevelopment.

The marine workshops belonging to Arab Contractors:

These consist of two new shipyards. The first is in al-Isma'iliyah (south of Lake al-Timsah) and the second is in al-Ma'sarah, Cairo. About 800 people work in this; it specializes in the construction of small marine units and river vessels. Two docks are now being established on the shiplift system, the first, in al-Ma'sarah, with a capacity of 1,600 tons, and the second, in al-Isma'iliyah, with a capacity of 1,000 tons.

5. Belonging to the Ministry of Irrigation.

This is the marine shipyard belonging to the irrigation workshops in Imbabah. The number of people working in it is estimated at about 250. It concentrates basically on repair work, but it has also started directing itself toward river unit construction activities. It has a 400 deadweight ton mechanical dock as well as a 500 deadweight ton floating drydock. Studies to develop it are underway now, in order to increase its capacity and productivity, in cooperation with Finnish experts, in the framework of a loan of 37 million Finnish marks.

In addition to this firm, some other companies which are basically engaged in activities other than shipbuilding are constructing marine units as a side industry, for example the Steelco and Metalco Companies of the Ministry of Industry and the al-Buhayrah Company Ltd, which belongs to the Agrarian Reform Department.

Finally we should not miss the chance to note a growing tendency in the private sector, especially on the banks of the Nile in Cairo and Giza, to manufacture riverboats and floating hotels, as well as the private workshops erected along the banks of the Nile and the canals, in which for the most part construction is done by methods that have little to do with sound technical foundations and shipbuilding principles.

There are also dozens of shops in Dumyat, Alexandria and other Egyptian ports, as well as on the banks of the Nile and canals, for the construction of wooden vessels and fishing boats. This is an industry of long standing which works with wood and has started to shift to steel.

We would like to refer to the establishment of an industry for building skiffs and launches out of plastic reinforced with fiberglass which started recently in both the public sector companies (the Suez Canal Authority and its companies) and private sector workshops.

After our review of shipbuilding activities and bodies in Egypt, we would like primarily to identify the points of weakness and strength in this important industry which, in our opinion, has not received its fair share of attention. Let us start with the mistakes and faults that are to be found in this industry:

1. It is plainly apparent, from the preceding review, that there is no coordination; this has an effect on the basic planning in this industry, which is subordinate to more than five ministries, authorities and bodies. Naturally, because of a lack of coordination, these shipyards clash with one another in seeking work in their limited local market, which unfortunately is just in Egypt. All mistakes become inflated as a result of a lack of coordination and planning.

2. The failure to introduce modern planning and technology into these shipyards, especially in higher administrative, executive, financial, planning or technical management. In our opinion, this is one of the main reasons for the low productivity of Egyptian workers relative to the European or Japanese.

3. Faults within the shipyards in the following areas of specialization:

Marketing management: none of the Egyptian shipyards are trying to open up new markets to work with agents inside or outside Egypt. They often wait for work to come to them or wait to receive word of a domestic project, then try to obtain it, to cover their work needs. This can compel them to offer low prices as a result of severe competition.

Technical Departments: these include design work, technology, technical followup, purchases and the like. These are activities in which no progress, not even a single step forward has been realized since they were established. In fact, some shipyards have regressed as a consequence of an almost total dependence on a foreign partner for much of this work, especially design and purchases, prompting them to adopt the easiest approach. Thus the local shipyards' profits are dropping sharply.

Standards Departments: These calculate the costs of work by practical means which basically concentrate on criteria and models for calculating the number of hours per process and other features of an integrated system for calculating work hour costs. This is a weak point which becomes apparent in most shipyard bids and clearly shows us the great discrepancy between the prices offered for various activities, which can increase unreasonably or drop abnormally.

The rapid increase in unproductive burdens: this is a basic, common flaw and it is plainly evident in the public sector companies.

Production planning and followup: almost all the shipyards are partly to blame for this, which leads to delays in making deliveries at the stipulated times. This leads to a direct increase in production costs in addition to penalties for delays and problems which occur in the shipyards' overall production programs and many other problems.

The wretched bureaucracy: this is to be found both inside and outside the shipyards, especially in sites related to customs and marine transport, since this industry to a large extent relies on broad-scale, intricate import activities, giving maximum importance to legal flexibility in regard to it or the failure to take the right decisions at the right time also cause many occurrences of unfortunate consequences.

The lack of extreme care in strict oversight of manufacturing and followup activities: although construction takes place in many shipyards in accordance with international inspection rules, internal oversight is extremely important if one is to obtain an output which is competitive with advanced international production.

Emigration, especially in the case of technicians, engineers and skilled labor: from our experience in this field, it is clearly obvious to us that the factor of material enticements is not the only main element in this emigration--the occurrence of losses in a given company, mismanagement, or a lack of adequate incentives or guarantees for the future greatly help this emigration, especially the emigration of top personnel.

Deficiencies in the process of training specialized skilled labor: it is worth pointing out that the Port Said Marine Shipyard has an ambitious plan to establish training centers dealing with specializations of a high level of precision; if these centers have not in particular benefited the body offering the training, they have brought forth exceptional personnel who can serve the nation in any shipyard or field.

The effect of these negative factors is clearly apparent in the lack of competence at repair work, especially as regards attracting foreign agents who can deal with our local shipyards or foreign shipyards with a high level of capability which can complete repair work in shorter periods of time and on some occasions at lower prices, and also in a lack of commercial flexibility in dealing with these foreign agents.

In spite of these weak points, this industry has offered many services to the country, basically in covering many of the country's requirements for small, intermediate and large vessels needed for the local market, as well as in covering many repair activities on exorbitantly expensive marine units--saving the country millions in foreign currencies as well as creating job opportunities for thousands of specialized workers.

In our opinion, if we can overcome or improve the situation as regards the negative features mentioned above, most important of which is the transfer of modern management and technology in management and manufacture, even by using specialized foreign experts, it will be necessary to choose foreign partners most systematically, bearing in mind that it is well known that we must clearly understand that the foreign expert must benefit from it, in addition to the benefit it brings for the Egyptian party. One of the advantages of local shipyards is the presence of good personnel, namely the experts who are now to be found in local shipyards, in addition to cheap manpower, which has started increasing at a continuous rate, especially in recent years, as a reaction to increased inflation. On this basis, if we cannot rapidly improve the competence of local shipyards, this expertise will fade away and become insignificant in comparison with that of foreign shipyards, even in comparison with countries that are coming up in this field, such as Turkey for instance. We have an obvious example in front of us, which is the onslaught on this field by Singapore and South Korea, which exploit relative low wages and use modern systems for increasing capacity in comparison with countries that are advanced in this industry; as a result this industry yields these countries a splendid income.

Here it is worth pointing out that the competence of the labor in Egyptian shipyards in comparison with that in European ones in terms of productivity per man-hour ranges between one to 2.5 and one to six, while the cost per man-hour in Egypt, including indirect costs, in comparison with Europe, ranges from one to four to one to six. The costs per man-hour now range from 2 to 5 Egyptian pounds in the public sector and from 1 to 2 pounds in private sector companies.

These figures, in our opinion, are sheer estimates, since there are no practical scientific criteria in many shipyards, as mentioned above.

In spite of that, it is plainly evident to us, as is always apparent from the results of local competition, that the costs of building ships in Egypt will unquestionably enable the yards to compete, especially in the local market but also in the international ones, and that the quality of construction can reach a high international level if oversight and inspection activities are carried out in the various stages of construction operations. This is a basic condition for entering into the international arena. It simply means that it will be possible to increase national income through this non-traditional activity by amounts which we can estimate, in preliminary fashion, at hundreds of millions in foreign currency. This could lend to significant export revenues from this industry in view of its great reliance on labor, whose costs, as we have pointed out, must be considered relatively low when compared with international levels. In addition to increasing exports, it will open broad opportunities for the establishment of numerous supplementary industries and a basis for various steel and other industries.

What one cannot doubt is that if the government gives attention to this industry, which has started to suffer greatly because of the severe competition within it, in its limited domestic context, as well as remedies to the abovementioned negative features, that will provide rapid revenues through the reduced consumption of foreign currency for the purchase or repair of ships or marine units from abroad for all purposes. For this reason, I am strongly in favor, alongside improving the capabilities of Egyptian shipyards, of having us always review the activities of purchasing or repairing ships and marine units abroad. The requesting bodies generally protest about delays in deliveries in local shipyards, and they are right to do so, but it should be noted that most times the decision to buy ships often requires a number of years to take, and when a request for a purchase is made one of the most important conditions is that delivery be prompt! In the event it is difficult for local shipyards to carry out individual construction activities, one could stipulate that foreign shipyards must cooperate with local ones in construction activities. Thus we will be able to benefit by reducing the foreign currency required as well as by bringing foreign expertise and technology into the country.

In addition, we will be able immediately to start embarking on the construction of warships. In this stage, it will of course be necessary to seek the assistance of specialized foreign expertise, since Egypt has resources for manufacturing such vessels as armored launches, missile launches, destroyers and minesweepers. In fact, I am being extremely realistic when I go so far as to think of building frigates and submarines. However, that would require proceeding forcefully with war manufacture activities which are in keeping with marine armaments, including work on complex structures which local shipyards cannot carry out at the present

time. Under the worst of conditions, one could bring in a foreign partner to offer effective help in this field. Perhaps the most conspicuous example of this in our area is the warship industry in Turkey, which is building submarines with the cooperation of West German experts, as well as Israel, which started its manufacturing by simulating French missile launches; on top of the advanced weapons industry it possesses, it has installed Gerbil missiles on these launches. In our opinion, if we can devote attention to and concentrate on the shipbuilding industry (and at present we have expertise and technology which is in no case less than what these two countries possess), we will thus be able to enter into this field, as we have long been waiting to.

We hope that this important heavy industry will experience a resurgence, so that we will be able to restore to Egypt its glorious history in this field, in which we can make rapid strides, either because it is the government's general policy to increase production and choose industries which will give us a rapid, assured revenue, or because this industry has importance for Egypt, with its important coasts and suitable geographic location and weather.

11887

CSO: 4504/466

PROBLEMS IN DUMYAT PORT PROJECT PLANNING REVIEWED

Cairo AL-AHRAM AL-IQTISADI in Arabic No 708, 9 Aug 82 pp 30, 31

/Article by Dr 'Abd-al-Raziq-Ja'far: "The New Port of Dumyat: Construction Mistakes That Can Be Corrected"/

Much controversy has been raised on the economic feasibility of, and technical problems related to, the project of the new port of Dumyat. No doubt every Egyptian who is devoted to his country wishes this project success and good results, and hopes that officials, in carrying it out, will observe the rules of the sovereignty of the law and care in their planning and execution, so that the negative features of the project will not overwhelm its positive ones, especially since its costs are on a par with, if not in excess of, those of the High Dam.

Unfortunately, it has been observed that since the first steps of construction, officials have become ensnared in grievous constitutional, legal and administrative violations and have started to follow improper construction procedures which, if carried out, will unfortunately inflict grave economic damage on the country, although the project has been subjected to extensive studies by Egyptian and foreign consulting firms costing millions of pounds. That has become apparent from the following:

Failure to Protect the Farmland

Protecting, indeed increasing, existing farmland, raising its capability, and limiting its absorption by new construction are to be considered major government policy goals. Although previous technical studies specified that the area of land the project of the port of Dumyat and its extensions up to 2000 will require is 2,107 feddans, 22 qirats and a sahme, and that the new city of Dumyat will require 1,291 feddans, 9 qirats and a sahme, we find that several times this area has been allocated to this project--specifically 26,151 feddans, 11 qirats and 23 sahmes--of what is considered to be among the highest-quality land, indeed the only agricultural land in the Governorate of Dumyat that is planted with date palms and fruit trees. When officials are confronted with this fact, their statements in the media differ. Indeed, they violate truth and reality; this must be considered a distortion of the facts, enlarges the gap of distrust between the people and the officials, and makes it mandatory that people be held to account.

When construction began, officials started to appropriate an area of about 1,200 feddans lying between the port's shipping channel and the stipulated limit of the future new construction in the town of Ra's al-Barr, with the objective of disposing of the sand produced from the excavation of the port there. One should bear in mind that a large portion of these lands is actually farmed and producing, that the government spent millions of pounds on the latest equipment in order to reclaim it, and that until a few days ago it was building paved roads, sanitary drainage stations and barracks for Dumyat security forces on that land. These projects, which will be covered with sand, cost further millions in people's livelihood and sweat.

In addition to that, filling these lands to great elevations with sand impregnated with seawater by cranes will certainly result in spreading salt into adjacent fertile agricultural land several times greater in area, turning that into swamps which will be permanently unfit for any purpose.

This is all happening at a time when there are adjacent lands equal in area which now consist of a swamp swarming with diseases and emitting a foul odor and which was planned and stipulated to be an extension of the residential area in Ra's al-Barr. It is apparent, indeed necessary, that its elevation be raised so that it may be suited for construction and development.

Officials explain their choice of the agricultural land rather than the adjacent swampland by saying that the foreign parties with which they have contracted to finance and construct the port refused to finance the additional expenditures needed to transport the sand-filled water to this proposed area, that the foreign party did not take into account the damage resulting from this conduct or the material benefits that would accrue to the government by filling in the proposed alternative area, and that it would have been more appropriate for the Egyptian party to insist on what it considered was in the country's interests in the near and long term.

The Lack of Commitment to Legal Appropriation Procedures

The law has spelled out specific appropriation procedures to reconcile the interests of the government with those of the persons involved. However, from their first step, the officials have trampled on the rights of the individuals and have exceeded their powers. This is because the Governorate of Dumyat sent a letter on 24 September 1980 to the various government bodies in the governorate, including the real estate notification office, prohibiting disposition of the extensive lands bounded by the Nile, the Mediterranean, the al-Balamun Canal and the Kafr al-Battikh drain, basing itself on an illusory decree which it alleged had been issued by the service committee of the Council of Ministers, whereas no decree was issued on that subject before 2 April 1981, that is, after more than 6 months had elapsed since the governorate decree. This disguised arrogation of the right to dispose of ownership, which the constitution guarantees, caused a great drop in the price of land in the region, realizing the obvious goal of the governorate's illegal decree, so that the value of compensations for the appropriations would drop unjustly.

The appropriation law also specifies the successive steps for appropriation procedures. However, the responsible bodies turned the sequence inside out and took over

the land first, though there was no urgent need for it, so that the appropriation and compensation procedures subsequently occurred after a delay; this is to be considered an act of usurpation and unlawful trespass.

In addition to that, the officials did not give attention, in appropriating the land, to the irrigation and drainage systems in the lands adjacent to the project or to providing alternatives for them. This as a result inflicted damage on the farming and the soil of these lands.

The Lack of Job Opportunities for Peasants Whose Land Was Appropriated

While many of the appropriated lands were Agrarian Reform lands that had been leased out for 20 years or more to thousands of peasants who had no land, who rushed onto them, settled down on them and exerted sweat and blood to cultivate them and get their production to the level it has reached today, taking their residences, livelihood, retirement and burial places there in the hope that that would be deeded to them and their children, as has happened in other areas they now find that they are being expelled from those lands. All they have received is a paltry compensation for their current crops, which will be rapidly expended, and promises that they will be resettled in adjacent lands which are being reclaimed. Only God knows when that will be. Where were the people in charge of planning and execution during the period that preceded the expulsion of these peasants, on whom unemployment and vagrancy have been visited?

Assignment of the Project to the New Development Complex Authority

Law 59 for 1979 regarding the establishment of new development complexes states, in its first article, that it "has the objective of creating new centers of urban life which will bring about social stability and economic welfare, with the goal of redistributing inhabitants by preparing new regions of attraction outside the scope of existing towns and villages." In its third article, it also stipulates that "It is prohibited to establish new development complexes on agricultural lands."

In violation of these clear, explicit stipulations, we find that although the project of the new port of Dumyat lies within the context of towns and agricultural lands that have been in existence for a long time, the project has been assigned to the New Development Complex Authority--an authority which has no previous experience in constructing ports, although other authorities in the government are specialized in these activities. This calls for an inquiry so that one can explain why this assignment was made. Two things which this law grants, while other laws have not, come to mind and are established by events.

First, the Law on New Development Complexes permits the authority to appropriate an area 5 kilometers in radius outside the boundaries of its projects. The validity of this is clear in the case of new desert lands, but the reasons for the principle are lacking (in fact, it becomes deleterious when it is applied) in the context of existing villages and agricultural lands, as is the case with the lands surrounding the project of the port of Dumyat.

Second, this law provides facilities in granting foreign concessions by way of an exception to the provisions of other laws. We wonder about the extent of the material and time concessions which must have been given to the foreign bodies with which contracts have been made to carry this project out, and whether they have been reviewed by higher official bodies. One should bear in mind that the secretary general of the People's Assembly has stated that the issue was not presented to the assembly, although the work of carrying out the agreement has already started. Isn't the Pyramid desert project /lesson/ enough for us?

Perhaps this criticism would be deficient and destructive if it did not include constructive solutions, so we recommend:

First, a study of the constitutionality and legality of assigning this work to the New Development Complexes Authority, the application of the provisions of Law 59 for 1977 /sic/, an effort to assign this project to a general authority which is specialized in port activities and subject it to surveillance, and a rapid People's Assembly review of agreements with foreign bodies that are financing and carrying out the project.

Second, accelerated reclamation of alternate lands, in order rapidly to settle the peasants who have been expelled from their lands, in addition to the provision of means of transport for them to work in the land reclamation areas of drained lakes and adjacent lands which are short in manpower, until they are resettled.

Third, an immediate declaration on all the lands to be appropriated on behalf of the project as specified in previous maps and studies, within the narrowest limits required only for the interests of the project, and the appropriation of these lands by means and guarantees which the appropriation law has stipulated, giving the freedom the constitution has guaranteed to the owners of other lands which the project does not require in order to dispose of their lands and eliminate the disguised sequestration.

Fourth, a study of the real economic feasibility of storing the excavated sand in the swamp area required for an extension of construction in the town of Ra's al-Barr, rather than piling it up on agricultural reclamation lands.

11887

CSO: 4504/466

MINISTER OUTLINES COMPREHENSIVE INDUSTRIAL PROGRAM

Tehran ETTELA'AT in Persian 1 Aug 82 pp 2, 3, 8 Supplement

[Interview with Minister of Industries Mostafa Hashemi]

[Text] Formation of the Supreme Council of Industrial Planning; Problem of Ownership; Management and Factory Councils.

Eighty percent of the country's industries are dependent industries; 12 to 13 percent are capital industries and the rest are industries of various kinds.

In a special interview with ETTELA'AT, Engineer Hashemi, minister of industries, outlined the future of the country's industries and described the various problems and difficulties facing the present regime because of the dependent and consumerist industry left behind by the past regime, as well as the steps taken in the years following the revolution to solve these problems and difficulties.

During the interview, the minister of industries announced the formation of the Supreme Council of Industries, basic changes in the organization of the Ministry of Industries, and described his views regarding industrial planning, the problem of ownership, management and councils and their roles vis-a-vis each other. The interview is published as follows for our readers:

The Country's Industrial Structure

Question: At present, three ministries, the Ministry of Industry, Ministry of Heavy Industry, and Ministry of Mines and Foundries are in charge of managing and guiding the country's industry. What was the need underlying the formation of these three ministries, and what will be their effect on the rate of the country's industrial progress and its revolutionary expansion in the future? Have predetermined objectives been laid down in this respect?

Answer: In the name of God the merciful; honor to the martyrs of Islam and blessings on the Imam and our martyr-nurturing nation. As you know, before the revolution the course followed by the industries was determined by entrepreneurs and capitalists of the private and aligned sector. These individuals made decisions based upon their relations with the country's upper classes, and the Ministry of Industries and Mines only carried out the duty of issuing permits for establishing the desired industries. Naturally, such a ministry

needed no experts, personnel or organization. After the Islamic revolution, we were faced with a different industrial situation. Aligned capitalists fled the country and abandoned the management of the companies, and we inherited an intense dependence on foreign sources.

Our country's rich and abundant minerals, both the exploited and the unexploited, were left free, and in general, the industry they bequeathed to the country was formless and entirely dependent. With the departure of the private managers in charge of these industries, the need was felt, first of all, for the establishment of a ministry of mines and minerals to be placed in charge of all mines and foundries. Secondly, all companies connected with steel production were placed under the central control of the National Steel Company of Iran. The National Industries' Organization of Iran was then formed to manage and organize about 600 factories left behind by the fugitives. At a later stage, provision had to be made for the establishment of industrial order in the country because industry had come to a standstill. Consequently, the Ministry of Industries and Mines was changed to the Ministry of Industries. These measures were taken in the ministry before my appointment and deserve to be appreciated individually. A problem that attracted my attention in this respect was that, in fact, 80 percent of our industrial sector is composed of subsidiary industries, about 12 to 13 percent of capital and real industries, and the rest are industries of various kinds. The studies we undertook showed that in fact, in an industrial structure the major part of which was composed of dependent industries, the industries that needed to thrive would be constantly overshadowed, and a ministry in charge of industry would have to deal more with the problem of subsidiary industries, while real and capital industry would remain eclipsed.

Fortunately the attention of the Majlis and government councils enabled us to move forward with greater speed, and the Ministry of Heavy Industries was thus formed.

The primary objective in forming this ministry was to remove real and capital industries from the shadow of consumer and subsidiary industries, and encourage the growth of the former under special conditions. The second objective was to determine the limits of the responsibilities of the Ministry of Heavy Industries and thus increase specialization, because when the area of specialization becomes narrower, it increases in depth.

The third objective was that, since ministries were no longer individually staffed but covered various factories, the factories with similar specializations should be placed under related ministries.

The fourth objective was to increase the weight and political significance of industries and give them a more important place in government and economic councils.

According to constitutional law, the government was placed in charge of major and mother industries. On the other hand, in that sector of industry that was to be managed by the private sector, owing to the weakness of the ministry, unfortunately no solid aid was given to the real artisan. This separation allows us to have greater capability with less specialization.

Formation of the Supreme Council of Industries

After the approval of the formation of the Ministry of Heavy Industries, we thought that military industry, petrochemical industry (which is under the supervision of the Ministry of Oil), and three existing ministries needed coordination with each other. With the cooperation of our brothers in the Majlis, a plan was drafted and submitted to the Majlis for the organization of a "Supreme Council of Industries" composed of these five groups with the addition of the prime minister, maybe one or two other ministers such as the minister without portfolio, the supervisor of the Commission for Planning and Budget and the minister of work. This organization will cover all the country's industries and be responsible for coordinating industries.

The other problem concerns the industrial system, the management and planning systems, and in general the industrial organization of the country. At present, with regard to the participation of banks in nationalized industries, about 15 major centers connected with the government are in charge of the ownership of the industries. They comprise seven or eight banks, the foundation for the needy, the bank for mining industry, Organization for National Industries, Organization for Expansion and Reconstruction, Organization for the Extension of Ownership of Productive Units, Organization for National Investment and some other centers.

This dispersion of industrial management not only disperses the needy but weakens management and decision taking.

We thought that side by side with the Ministry of Industries, there should be an organization for special investment in special fields. That is to say, the banks would no longer invest directly in industries but would become partners in investment; and all shares pertaining to companies in that field would remain in the related investment organization.

According to this plan, all industries would be organized according to a system and would no longer be in the present state of confusion. It would become clear as to who was in charge of the management of each sector. Five or six organizations would no longer be participating in the management of one company and blaming each other for inefficiency.

We have submitted the draft to the economic council of the general banking community, the technical commission of government councils and other competent bodies.

New Organization of the Ministry of Industries

Among the other measures to be taken regarding the organization of the Ministry of Industries will be to appoint special ministerial deputies. The Ministry of Industries will have deputies for the seven branches pertaining to electricity and electronics, weaving, wood and paper, cement and construction, light metal industries, chemical and pharmaceutical industries, food and sugar industries, handicrafts and cottage industries. Each of these branches will have a deputy minister of industries who will be entrusted with the responsibility of drawing

future plans for his section. We thought that for each branch we should have a department for planning and programming, engineering, commerce and executive action. We should also have managements for production, training and human resources because each of these branches are necessary for the future of our industry. Without diversification, classification and specialized expansion in the ministry, we would not be able to make progress in industrial self-sufficiency and management. On the otherhand, since the small industries' experiment did not prove successful and did not fulfill the real needs, every ministerial deputy will cover all the industries pertaining to his branch, whether these industries are large or small.

The Problem of Ownership

Question: What part does the question of ownership play in the present industrial situation and how far will it influence the growth and expansion of industries in the future?

Answer: The problem of ownership should be approached from the point of view of Islamic law, and I will not say anything in this regard. I think that in certain circles, individuals sometimes express views and criticisms regarding the problem of nationalization and the course of the Islamic revolution; I would consider these opinions to be based on prejudice or ignorance.

I think that these nationalizations have helped the private sector and the real artisan greatly. In the past, the owners of subsidiary industries had fallen like octopuses upon the real artisans. Ostensibly, they set up the artisan in business with the help of banks and crushed the other industrialists in the private sector. I agree 100 percent with the view that private artisans should grow and manifest their talents in society, but I am 100 percent opposed to corruption, alignment and usury by those who attach themselves to industry. We have helped the artisan in the private sector whenever we saw such help was needed; and these artisans, for their part, have repaid society well. Statistical figures show that the nationalization of the companies of aligned capitalists helped greatly the growth of investment in the private sector.

Statistical figures for the year 1360 [1981-82] regarding registrations and installation permits show an increase over the year 1356 [1977-78]. Hence, all this talk that the economic and investment security is in danger is based on ulterior motives. Those who have regard and confidence in the Islamic Republic are in no way deterred from investing because they know that our revolution is Islamic and we do not believe in nationalizing everything.

If these nationalized industries had healthy finances and organization, they would not have been nationalized in accordance with the law for the protection and expansion of national industries. I say to the private sector artisans (not to the private sector that seeks corruption) that we will give every kind of help for investment and the creation of nondependent industries, industries that will not increase our dependence but will seek to reduce it and will serve the society.

For example, we will not allow anyone to make alcoholic beverages because they import extracts from outside, add water and bottle it here. It is not an

industry. But we will help an industrialist who wants to work for the society. Of course, we also support expansion models.

For example, we will not allow every kind of activity to be centered in Tehran. There should be industrial diversification in the country. The total potential of the country should be taken into consideration. We will press for the execution of regulations and laws governing these matters including the problem of emigration even if by doing so we should make many people uncomfortable.

Industrial Management

Question: Following the revolution, the departure of aligned managers and the utilization of young men who were inexperienced but pious and revolutionary, industrial management came under criticism, some of which is still being heard 4 years after the revolution when it was expected that the special framework and standards for management would have been set up.

What are your views regarding the specialized field of industrial management after the revolution; are we facing difficulties in this respect under present conditions, and if so, why?

Answer: Factory management essentially has two aspects, one social, and the other technical and specialized. Before the revolution, management was removed from social problems and the difficulties stemming from them, and was in practice negative and without doctrine. From the technical point of view also, such a management was unacceptable because it tried to create dependence, and the shah's island of stability was helping to direct this dependence toward the benefit of the interests and resources of the West. Before the revolution, management was treacherous, thieving and the servant of imperialism. Management at that time used security forces such as Savak etc. and worked for its own profit. Most company managers reaped huge profits through their buying and selling transactions. Naturally, a manager of this type who was free from pressures, whose organization was supported by Savak so that any worker who complained had to deal with them, could stay in the factory for several years, work there and run a good factory.

These conditions have changed radically since the revolution. The pressure that Savak exerted upon workers exists no more. When brothers in charge of order and the guards enter the factories to fulfill certain tasks, they analyze the problems; if a manager asks security officials for help, it is not given without conditions or restrictions; for they want to know what has happened; what the Islamic Council says; what the associations and the workers say. Security officials by no means lend their support to managers. I think that if we wish to solve the problem, the manager of a factory should be like the captain of a ship.

Of course, from the point of view of doctrine, the manager of a factory under an Islamic order is not only a manager but also the leader of that small community. He has the responsibility of leading this community towards ideological, cultural and economic dimensions. He does not work for efficient results

only but has also the duty of guiding the employees. We have changed from a satanic order to an Islamic one. Naturally, our people are not fully mature but have to reach maturity through evolutionary stages. These managers that we have appointed are either young brothers who believe in doctrine and dedication, or were somewhat in charge of affairs and now want to serve the Islamic republic again.

Islamic Councils and Associations

The other problem is the existence of entities such as the Islamic councils and associations which have been mobilized to oppose counterrevolution and have performed very well, but sometimes in this connection, differences of choice arise in the factory with the result that the management is weakened. For example, sometimes the Islamic Council says something to the management that may be quite justified, but nevertheless weakens the management.

On the other hand, we have not been able to find specific social relationships to see what sector is responsible for this difficulty and how these problems come about.

We have factories where the Islamic Council and the Islamic association have differences with the local guards. Sometimes there are unspecific formations of twos and threes in which one cannot tell who is siding with whom. Because of these differences of view, it is not possible to have a specific and single system. I can state definitely that in some factories, the manager, the council and the association may be on good terms with each other but opposed to the guards; or the manager may be on good terms with the council but opposed to the association; or again, the council and the association may be antagonistic to each other but on good terms with the manager. These are the social differences that exist for which the management cannot be held responsible, but which should be blamed on our social problems. We should not expect the managers appointed to factories to solve the problem. For example, in some cities the problems arise even among the revolutionary organs. If those problems are solved, then this problem will also be resolved.

Fortunately, because of the revolutionary and Islamic fervor among the factory employees, technical problems are no longer directed as frequently to the manager personally because a group movement exists in factories, and in spite of the inexperience of the new managers, these general mobilizations of efforts have enabled most of the technical problems to be solved.

We think that the Ministry of Industries bears a heavy responsibility in this respect. We should make a continuous effort to increase the technical knowledge of managers and workers; and by setting up organizations, give as much importance to training as to the office of ministerial deputy. Thus on the whole, the management is good; in its new form it demands sacrifice and is not associated with money. Management is now separate from ownership and can serve the society. It was because of these shining countenances that the output of most of our factories exceeded that of the year 1356.

Their performance has been very good, but at the same time, our problems also are boundless. We have currency problems, we have bureaucracy in the Ministries

of Industry and of Commerce that of necessity controls employment; we have many banking problems. Of course mistakes, inefficiency and wrong-doing also exist that need to be remedied. But I consider the problem pertaining more to a factory's social make-up; and when the social problems of a Hatfield-McCoy nature are resolved, this problem will also be solved.

Industrial Planning

Question: At present, steps are being taken by the authorities and planners to draw up plans in different fields. In your view, what should be the principles and balances underlying the plans for the country's industry?

Answer: Of course, this problem has to be studied in depth. For example, what will the 20-year plan envisage? Certain forecasts can and should be made from the point of view of macroeconomics. But the problem of industry should be approached from a more practical point of view. First, we have given first priority to basic industries. In regard to preliminary industries, our approach has been based on the expectation that given the present potentials no investment will be necessary in the next 5 years in this sector. Our brothers in the Planning and Programming Division are gathering production units data for each product, and we think that by setting up petrochemical industries, steel industries in Mobarak and Ahvaz, and by paying attention to mines such as copper mines, we will be able to lay the foundation of our industrial economy. In regard to consumer goods such as air conditioners, refrigerators, fabric, etc., we have reached the conclusion that with our present capacity, if we were to improve our efficiency, we would not need new investment. In this respect, the responsibility of the Ministry of Industries would be to concentrate, not on how little, but on what manner. The Ministry of Heavy Industries will have to undertake suitable investments in its fields of responsibility taking into account both method and amount. These industries will have to be put to work in order to make use of petrochemical products for consumer goods.

The Role of the Organization for Expansion

Question: The Organization for Expansion and Reconstruction is in charge of part of the country's heavy and medium heavy industries. What is the underlying philosophy in the establishment of this organization, and what role will it play in the future in conjunction with the three ministries that are in charge of industrial affairs?

Answer: In the past, aligned capitalists did not like to invest in industrial sectors with low profitability. The government of the time created the Organization for Expansion and Reconstruction in order to encourage investment and at the same time, to help appreciably foreign capitalists, since high level technology necessitated the presence of foreign experts.

After the revolution, we thought that the Organization for Expansion should work for heavy and capital industries; and the other industries it had created such as wood, paper, weaving, sugar, foodstuffs, canning, etc. should be handed over to the national industries. Fortunately, this task was accomplished; and now the Organization for Expansion and Reconstruction is in charge of heavy industrial factories. If the government should wish to create a new

company for investment in a special or heavy industry, the Organization for Expansion will undertake that task. However, with the separation of the ministries, this organization will have to be expunged from the point of view of the law, and another organization created to take its place beside the Ministry of Industries; that is to say, the same investment companies. In the future, we will have organizations similar to the Organization for Expansion attached to our ministries that will undertake government investment in that section. In all, the Organization for Expansion has invested about 35 billion tomans, and we have to get the factories working.

The Role of Associations in Executive Matters

Question: You have referred to workers' organizations such as the Islamic Council and Islamic association. What are your views regarding these bodies, especially the workers assemblies? What part should these organizations play in the productive and industrial affairs of the country?

Answer: In my view, management and councils render each other ineffective. As its name implies, the council is a consultative body. The management of a factory cannot be carried out on the decisions of a group. While industrial management must have full authority, it should at the same time obey the precepts of consultation; and before taking any decisions, should seek the advice of workers, managers and other elements. In other words, mutual contacts should be established. But if before every decision, five or six people get together in a room, and 10 people whisper around and make decisions, then such a thing becomes impossible. Management must have the power and confidence to make decisions on its own, of course with consultation.

Islamic councils and associations should not approach matters from the standpoint of direct responsibility. They should approach matters in the role of public observers; and discuss problems with the head of the factory in a mutual humanitarian relationship. If their views are correct and are accepted, well and good, but if the manager does not accept them, then the matter should be pursued. As to why I do not accept the interference of the Islamic councils and associations, in fact no wise individual would accept it. In some cases, we even appointed executive managers and chiefs of managerial bodies from among the Islamic councils. But no sooner did these individuals take over their new posts than they got into conflicts with the same councils and associations to which they had belonged. Even the Majlis which formulates laws entrusts the execution of these laws to the president and the prime minister. The president has his own identity and ministers. If this course of executive action is not followed, the whole programme is upset. The management is like the captain of a ship, of course with the proviso that he does not deviate or take wrongful advantage of his position.

9863

CSO: 4640/443

IRAN

SAUDIS SAID TO HAVE 'ILL-TREATED' IRAN'S HAJJ DELEGATION

Tehran ETTELA'AT in Persian 2 Sep 82 p 2

[Interview with Hojjatoleslam Musavi-Kho'iniha]

[Text] Jidda, ETTELA'AT dispatched correspondent: The Iranian hajj delegation, made up of Hojjatoleslam Kho'iniha, the representative of the imam and supervisor of the Iranians attending the hajj in Saudi Arabia, Dr Mohammad Khatami, Imam Jamarani, and others were confronted with disrespect and the violation of international protocol by the authorities of the Saudi regime upon their arrival in Jidda yesterday.

Despite such disrespect, the Iranian hajj delegation responded to the offensive behavior of the Saudis with appropriate calmness and tolerance.

The Iranian delegation arrived on a regular hajj flight from Tehran to Jidda and had not done anything out of the ordinary.

In the Jidda airport, the Saudi authorities violated international protocol, according to which no bodily search of those carrying diplomatic passports is to be carried out. However, they searched the Iranian delegation, with the exception of Hojjatoleslam Musavi-Kho'iniha.

The agents of the Saudi regime also searched the handbags of the delegation. They also wanted to search Mr Musavi's handbags, but they were faced with his logical objection. Mr Musavi pointed out that in such case, a representative of the Saudi Foreign Ministry should be present and it must be recorded. The Saudi authorities declined and said that they did not follow diplomatic protocol during the hajj.

Also, Dr Khatami asked the Saudi authority: "Would you do this with an American correspondent, with even a regular passport?"

In connection with the behavior of the authorities of the Saudi regime with regards to the Iranian hajj delegation and also the

behavior of the Saudi officials towards the Iranians on the hajj, ETTELA'AT's correspondent dispatched to Saudi Arabia held an interview with Hojjatoleslam Musavi-Kho'iniha, the representative of the imam and supervisor of the Iranian hajj pilgrims, which follows:

Question: Are you satisfied or dissatisfied with the behavior of the Saudi authorities thusfar?

Mr Musavi: In their behavior towards us, international protocol was violated and the people with diplomatic passports were searched. This is against international regulations. However, because of more fundamental issues, we let such incidents pass by and we do not want such behavior to intervene with those issues.

He pointed out: The Saudi authorities must realize that such behavior will mainly damage themselves and will provoke the emotions of Muslims. The Saudi authorities must try not to play with the emotions of Muslims. They must know that Muslims can ignore such issues through their Islamic and revolutionary tolerance without deviating from their principles.

Question: What are your plans in connection with the hajj?

Mr Musavi: One of the issues which is very important in Islam but, unfortunately, does not exist now is the closeness of the nations. Because of this separation, the enemies of Islam have become victorious over the Muslims. For this reason, Israel can, in addition to its occupation of Palestine, also occupy and besiege Lebanon in the face of all the Muslims and the Islamic world and is able to impose the evacuation of an oppressed people and place a puppet government over the majority of the Muslims in the region and the Muslim people of Lebanon.

Mr Musavi added: This is all because the Muslims are separate from one another. It is because of this distance between the nations that the Soviet Union is able to militarily occupy Afghanistan and place its military domination over a vast area of the Islamic world and the United States is able to nest itself in most Islamic countries or place its functionaries to rule the destiny of the Muslims.

Surely, decreasing these distances between the Islamic nations will create unity. We intend to follow all the ways and methods that Islam instructs and, by tolerating all the difficulties, achieve Islamic brotherhood and closeness. We intend to talk with our Muslim brothers during these ceremonies and Islamic gatherings, to analyze the Lebanon tragedy, its aftermath, and the evacuation of the Palestinian brothers, to study the roots of this sad tragedy, to expose some of the friends of non-Islamic

rulers and supporters of Israel, to make the Muslims aware and to lessen the depth of the tragedy in order to work actively.

If we live in ignorance and if the distance between the nations continues to exist, Israel might, sometime in the future, invade the two holy shrines. We must discuss realities with the Muslims, such as the reason for the military domination of the Soviet Union over Afghanistan, which has its roots in cooperation with the United States. We believe that the Soviet Union closes its eyes to the crimes of the United States in the region--just as the United States does in regards to the military occupation of the Soviet Union.

We are now witnessing the unity of the two criminal superpowers against Islam. These two superpowers have common interests against the existence of Islam and the unity of Muslims.

The aggression of Saddam was provoked by the United States and the invasion of Iran is an invasion of Islam. For this reason, our resistance to the Ba'thists of Iraq is, in fact, in order to protect Islam. For this reason, we are witnessing the cooperation of the United States and the Soviet Union in aiding Iraq.

Saddam is not only dangerous to Iran but to the Arabs as well.

We will strongly suggest to all of our hajj pilgrims that they not allow the small problems which might be created by functionary elements to endanger the basic issues. We will tell our hajj pilgrims that in the general interests of the major issues, they should ignore the violations and misbehavior of the Saudi officials and even the police. Even if the police resort to violence, they should tolerate it calmly. They should only react by saying: God is great; there is no God but God; death to America; and death to Israel.

We recommend to the hajj pilgrims that during circumlocutions and during their presence in the two noble shrines, they should follow the religious and moral principles and not disturb the worship and rituals of others with improper behavior.

Question: What will you do if the pressure increases?

Mr Musavi: The people of Iran have tolerated much pressure by both domestic and foreign puppets. Certainly, they will again be able to tolerate such pressure. The people of our nation will demonstrate the height of their rage with their shouts of "death to America" and "death to Israel". They have only resorted to the slogans of God is Great and There Is No God But God. This was the secret of their victory. We also recommend to our brothers that they follow their people and direct their anger

towards America and Israel in facing any kind of unpleasant pressure. And it is not in the interests of the government of Saudi Arabia to behave improperly and oppose the basic principle emphasized by Islam. It must realize that Islamic brotherly behavior is more proper and wise. No power is superior to Islam. Surely by relying on the great power of the Muslims we can stand against any superpower. Our wish is for the realization of this unity. The groundwork for this unity, before all else, is the awareness of the Muslim masses.

We will not stop at any effort and will tolerate any amount of suffering to create this awareness.

According to the reports of the dispatched correspondent of ETTELA'AT from Jidda, Hojjatoleslam Kho'iniha performed the evening and night prayers gloriously with all the hajj pilgrimage authorities, the authorities of the embassy, and the present pilgrims at the Jidda airport. Presently, the handbags of the members of the delegation are still at the Jidda airport and the airport authorities refuse to accept the presence of the representative of the Saudi Foreign Ministry in the airport.

9395

CSO: 4640/479

MILITARY INDUSTRIES PRODUCING VITAL SPARE PARTS

Tehran KEYHAN in Persian 2 Aug 82 pp 5, 14

[Text] The permanent Army Industrial Exhibit is an exhibit of innovation, effort and creativity, and a collection of small and large parts for army weapons and equipment, of electronic parts, spare parts for military vehicles, various firing pins for motors, etc.... It is a display of the steadfastness of the combatants in the fortresses of production behind the battlefronts. It is a display of the combatants who have discovered their creative ability through the building of weapon's parts and military equipment in the factories and fortresses of production.

Every part for war weaponry and equipment that has been built will be used against world imperialism's mercenaries in the imposed war and in other attacks. Workers and experts will open the way to industrial self-sufficiency in the military industries field by making weaponry. Liberation from the industrial shackles of U.S. imperialism is possible with the help of creative Iranian Muslim craftsmen, through scientific planning, and utilization of all resources.

The imposed, U.S. war made by the Iraqi regime has created fresh fields for the utilization of talents in the military industries field. During the period of its political and military domination of Iran, U.S. imperialism transformed Iran into a market for its military equipment. The Iranian army was equipped with various types of modern weapons. During the era of the Pahlavi regime's rule, they used these weapons to secure the interests of U.S. imperialism in the Middle East and to raise the puppet power of the dictatorial regime. However, upon the outbreak of the Islamic revolution, these weapons were used to destroy U.S. military plots and to repel the aggression of the Iraqi Ba'thist regime. During the time of the Pahlavi regime's power, although the army possessed various weapons, the secret of the construction of these weapon's spare parts and equipment was completely unknown to the technicians and workers in the factories affiliated with the military industries. During the period of the past regime's power, the U.S. military advisors and experts prevented the making of spare parts for military weapons in Iran through their control and supervision over the methods of use of equipment and weaponry. Intense dependency in the weaponry area was one important factor for military and industrial dependency on imperialism during the past regime. At the present time Iranian workers and technicians are able to build a number of parts and equipment for army weapons by relying on faith and their own talent, skill

and knowledge. The Army Logistical Command Permanent Industrial Exhibition is a reflection of the work and effort of Iranian experts and workers in making parts for military weapons and equipment.

In this exhibition one can view models of parts that have been built, ranging from a helicopter fuselage to artillery flame deflectors and artillery firing pins. The United States never imagined that Iran's Muslim, revolutionary people would use these weapons in this way, nor that efficient Iranian workers, technicians and engineers would block imperialism's economic penetration by weapon parts and equipment. A visit to the permanent army industrial exhibit shows that the Muslim combatants in the fortresses of production will continue their battle until the complete destruction of imperialism's industrial and economic bases. The army industrial exhibition displays the innovating power and talent of Muslim workers and technicians. Several thousand spare parts are on display in this exhibit, all of which have been made by employees and workers in army-affiliated factories and the private sector.

Helicopter Fuselage

The helicopter-building industry was 100 percent dependent during the past regime, and the criminal imperialists secured imperialism's industrial and military interests in Iran by building helicopter assembly plants. The Helicopter Support and Reconstruction Company is an army-affiliated institution which had 1,400 U.S. experts during the past regime. By the planning of the U.S. experts, all helicopter parts and fuselages were imported from the United States and its allies. Now, by the planning of Iranian experts in the Helicopter Support and Reconstruction Company, most helicopter fuselage parts can be made in Iran. In the helicopter reconstruction booth, army helicopter fuselage parts of various sizes can be viewed. Concerning the quality of the construction of the parts, the booth official says: "About the quality of these parts in general, one must say that they work better than their foreign equivalents. Under the current conditions of war with the Ba'thist aggressors, we are able to use helicopter transportation on and behind the fronts by building helicopter fuselage parts. Each helicopter part built costs us about \$30, while if we were to import the same part it would cost up to \$300. In the building of helicopter fuselage parts we are confronted by difficulties such as a shortage of raw materials. In our opinion 95 percent of the needed raw materials could be supplied domestically, and the other 5 percent of raw materials can be purchased from friendly countries at the necessary time."

Radio Invented in Iran

In the Communications Education Center one can see a radio that was invented by Iranian experts.

According to the statement of the booth official, the fundamental distinction of the Iranian-invented radio is that it does not utilize special parts built by imperialistic plundering companies. According to the statements of experts, the radios used in the Iranian army usually have special parts which definitely must be purchased from the countries making them.

The imperialists put these special parts in the radios so that whenever they feel like it they can hold back on the sale of the special parts for these electronic devices to other countries. Concerning the advantages of this device, an engineer who initiated the construction of the Iranian-invented radio says: "This is the first radio built by Iran that conforms with army standards. This radio can replace several radios. Among the advantages this radio possesses are that its adjustment is automatic, and that it uses nonspecial parts. Thus, in the use of this kind of radio the Iranian army will not have any difficulty from the standpoint of supplying special parts."

"The sole model of this radio was built 2 months ago. Resources must be created in army-affiliated factories in order to mass produce it."

Some factories affiliated with the Ministry of Defense have been active in the area of making other electronic devices. Examples of their work are to be found in the exhibit. Among these factories is the Electronic Industries Company which has built two kinds of army radios after the outbreak of the war. These two radios were used in the victorious Fath ol-Mobin operation. The Electronic Industries Company has planned the construction of 15,000 radios, a number of which have been built and are being used on the warfronts. This company also has many projects in production. By implementing these projects, actions can be taken in the area of the electronic needs of the army and governmental organizations.

Construction of Heavy Parts

Some time ago the Army Logistical Command Study and Research Group gave the Esfahan Artillery Training Center orders to build nearly 100 parts for military devices and equipment. Esfahan's Steel Mill Factory has undertaken to make 50 of the parts needed for army equipment. In regards to the means of making these 50 parts, Captain Akbar Osrafil, in charge of the Esfahan Artillery Training Center booth, says: "These 50 parts are heavy parts for military equipment and weapons for the making of which metallurgical and technological facilities exist at the Steel Mill Factory. Among the parts made by the Esfahan Steel Mill is an artillery flame-deflector, weighing 90 kilograms, which has great importance. The steel mill has also built artillery pads."

"The Esfahan Artillery Training Center has also presented plans for the upgrading of artillery performance, one of which is a plan to measure distance by sound."

Tabriz Machine Construction has also been active in the construction of heavy parts needed by the army. A sample of the factory's activity can be seen in the army industrial permanent exhibition. At the present time a sensitive, vital part for the Chieftaintank is being made in the machineworks factory. In the view of factory experts, Tabriz Machine Construction has many resources for the construction of heavy parts for military equipment. These resources can be better utilized through scientific planning. The hermetic sealing cylinder of the Chieftain tank, which the British government refuses to sell to Iran, has been built by the workers and experts of the Tabriz Machine Construction factory.

Prior to the occurrence of the revolution, the Masjed Soleyman Repair Center was a tank assembly plant. At the present time, this factory's workers are able to make about 100 parts for military implements and equipment. Among the parts built by the factory and put on public display at the exhibition are parts for the fan pulley which were formerly imported. Another industrial institution whose production is in the exhibition is the Masjed Soleyman Industrial High School. This educational institution was created by British military advisors. During the reign of the Pahlavi regime, persons who were studying or working in the institution did not have the right to make any part for military equipment. At the present time the employees of the Masjed Soleyman industrial institution have been successful in making Katyusha gauges, personnel carrier shafts, and various gears.

In the exhibition one can see other parts for military weapons and equipment which have great importance and wide application in weaponry. For example, one kind of artillery firing pin can be seen in the exhibit. If this pin becomes worn-out, the cannon generally becomes unusable. Workers and experts in army-affiliated factories have prevented various weapons from becoming worn-out and unusable by making various small, important parts. The exhibit also displays various rubber parts which have been designed and made by various institutions and factories. In the exhibit one can also see a great number of parts reconstructed by various factories. The 81st Armored Division has prepared about 900 tanks, cannon and personnel carriers for war use by repairing and making parts for military trucks, cannons and tanks.

The repair center of the Sari M factories has also built about 1,600 spare parts items. Of these parts, 400 samples are on display in the exhibit. Among the parts invented by this center is the "mortar grip." According to repair center booth official, even the country making the mortar does not possess such a device. Mortars can be repaired with this equipment. Another one of the repair center's important works is piston bushings. By making these bushings and bushings inside them, the major difficulty of the army's R10 engines has been eliminated. Ninety percent of the army's R10 engines which were broken have been repaired with these parts. Region Three Support has also built two kinds of supply sources for a lighting system, and put them on display at the exhibition. The batteries for this source were formerly imported.

Hava Niruz Actions

Hava Niruz experts and technicians have also punched world-devouring imperialism in the snout by making several hundred parts needed by Hava Niruz. Concerning parts built, the Hava Niruz booth official says: "Equipment and parts built by various Hava Niruz units include rubber parts and various washers. In the past these washers had to be replaced every 25 hours. However, by God's will and the endeavor of technicians and experts, these washers now last more than 500 hours. The world-devouring United States always said that if it left Iran, the army's helicopters would be broken within a week. Now this criminal superpower sees that the helicopters are in good shape due to the effort of Nava Hiruz personnel, and that they are being used against the aggressor enemy."

The active personnel of Qazvin 16th Armored Division have also taken effective steps in support of the front and behind the front by making devices and parts needed by military equipment. Among the accomplishments of the Qazvin 16th Armored Division are the construction of machine-gun parts and artillery flame deflectors, and the design of a wheeled personnel carrier, etc.

This division's technicians say that if sufficient resources such as raw materials and heavy machine-tools were placed at their disposal, they would make more equipment.

The Fars Province Reconstruction Crusade and communications factories in Shiraz have also made parts in accordance with the needs of the warfronts. One of the important parts built by these institutions is one connected with the cannon groove. This part closes the tube of the cannon and prepares it for firing.

Other parts on display are further indications of the devotion, work and effort of a Muslim, struggling people who have stubbornly stood up against U.S. imperialism and its military and political aggressions.

Without doubt the building of equipment and parts such as washers, batteries, radios, various firing pins, parts for the G-3 rifle, gun carriages for the 50-caliber gun, and the base for a night-vision telescopic rifle sight will open the road to self-sufficiency in the military industries field. At a time when struggling Iranian technicians work 4 months on a mortar goniometer globe in order to determine its internal and external elements, we have prepared the ground for industrial self-sufficiency and the severing of imperialism's economic and military domination. The Army Logistical Command Permanent Industrial Exhibition is another arena for the display of the sacrifices and abilities of the brave, struggling people and the army's active personnel.

Difficulties of Military Industries

Col Musa Haydari, chief of the exhibition, explains the purpose of holding the Army Logistical Command Permanent Industrial Exhibition as follows:

"In light of the resources existing domestically and the endeavor of army experts and workers, the goal of the exhibition is to take steps towards self-sufficiency in needed parts so that foreigners will not be able to make us surrender and bow down to them by withholding the spare parts and equipment we need."

Just as officials have said, the main purpose of holding the exhibition is to attain industrial self-sufficiency and to break the domination of foreigners over military industries. However, there are difficulties in realizing this goal. Experts summarize the problems and difficulties of military industries under present circumstances as follows:

The first problem is the raw material shortage on the free market, and difficulties connected with gaining permission to import raw materials. Another problem of the military industries is the variety of equipment, which is the main reason makers have not welcomed investment. Other problems for military

industries are the plentifulness of building jobs in the private sector, and builders' nonreceptivity to government work due to administrative formalities and legal standards.

Another major problem that meets the eye in the military industries sector is the governmental sector's nonreceptivity to innovation, inventions and new orders. Other difficulties blocking the growth of the military industries field are the lack of efficiency in governmental factories, limited infrastructural productive resources, and a lack of expert personnel. In order to solve these problems, military industries experts propose that it is better to select the best equipment made as quickly as possible, and to take actions towards its mass production in order to eliminate the great variety of equipment. In order to eliminate the raw materials shortage, authorities believe the shortage should be eliminated by direct purchase from friendly countries, and the purchase should be such that it does not bring about foreign domination. Another step to raise existing barriers in the military industries sector is the expansion of the infrastructural industries and mother industry through precise, nationwide planning. Since our people are now engaged in a long-term battle with world imperialism, the growth of the weapons industries for the purpose of national protection must be considered in such a way that the problem of supplying spare parts for military equipment is resolved in the future. Another way to eliminate existing obstacles is the expansion of research and capital investment in scientific investigation. Planning must take place in such a form that, in the words of experts, unwanted damage does not cause stagnation in the flow of industrial research. In the view of experts, nationwide planning for research must be done in coordination of all research organs. Industrial authorities also believe that a research policy for all industrial concerns should be created, and that there should be twice-yearly evaluation of actions taken. Credits needed to eliminate the shortage of expert manpower should also be allocated.

9597

CSO: 4640/447

SUCSESSES OF ARMY COMMISSARY OPERATIONS PRAISED

Tehran KEYHAN in Persian 29 Jul 82 p 3

[Interview with Engineer Towfiq, managing director of the Provision Organization]

[Text] The regional plan for 150 military stores will be implemented throughout the country.

The Provision Organization [ETeka] is now considered the backup for the armed forces and the provisional base of the military.

Mashhad, KEYHAN correspondent: Following the formation of the seminar of the managers of military stores, the "Provision Organization" and the authorities of the political offices in Mashhad, brother Engineer Towfiq, the managing director of the Provision Organization explained the activities of this organization in an exclusive interview with KEYHAN:

Concerning the role of the "Provision Organization" in military provisions and the goals of this unit, he said:

On the basis of Article 4 of the bylaws of the cooperative organization of the armed forces, this organization is only responsible for providing the basic items needed by the families and dependents of the cadre and the armed forces, officers, non-commissioned officers, and pilots and it has no systematic responsibility in regards to the military. However, with the imposed war of the treacherous Saddam against Iran, the Provision Organization has naturally adapted its position and has mobilized all its resources for the war, the front, and the armed forces so that presently, it is directly serving and supporting the armed forces, the Islamic revolution committees, the Guards, the mobilization, the Shahid Foundation, the police, the gendarmerie, and the revolutionary organizations and institutions. If they telephone us in the middle of the night to say that such-and-such a war zone needs 20 tons of bread, we deliver the bread to the

front within 6 hours. Or, if oil, other equipment, or cloth are needed, we deliver them in the shortest possible time.

He added: Presently, the Provision Organization is like the provisional base of the Ministry of National Defense, serving the military and the armed forces. Fortunately, with the support of the minister, a new bill has been drafted and presented to the Majlis, which has legitimized the Provision Organization as the backup of the armed forces and the provisional base of the military.

Military Stores To Become Regional

Concerning the regionalization of the military stores, which was discussed in the seminar, and concerning the results of their work in the future, Engineer Towfiq said:

Presently, about 150 stores of the Provision Organization are reporting directly to or being managed within the branch of the Deputy Ministry of Commerce. It does not make sense to have 150 stores or people reporting to one person. This system must be changed. Hence, a division of labor, a change in authority, and an increase of responsibility will be the first results of this seminar which we will immediately implement. In other words, Iran will be divided into at least 15 or 20 regions and the 150 stores will be divided among them. God willing, in addition to distribution, we will engage in purchasing, create deposits, and participate in production projects. Presently, in many large cities, such as Mashhad, Esfahan, Shiraz, Kerman, and Sirjan, we have agricultural, animal husbandry, and livestock production projects. The directors of the regions must become active in both distribution and production. We must leave distribution behind and become involved in the main line, which is production.

In response to the question of whether organizations other than the military personnel of the Islamic Republic and their families who are covered by the Provision Organization will benefit from the resources of the Provision Organization, he said:

Until now, the Provision Organization has been responsible for providing the needs of the dependents of the cadre. With the war, we entered the scene to back up the armed forces. For this reason, the Provision Organization is proud to work, for the first time, in coordination with our brother Hojjatoleslam Karubi. With the cooperation of the Organization, the ideological authority, and the board of directors, we were able to bring the Shahid Foundation under the auspices of the Provision Organization. Then, in cooperation with Ayatollah Mahdavi-Kani, it was decided that all the Islamic revolution committees throughout the country be placed under the auspices of the Provision Organization. The latest service which was, thank

God, rendered in cooperation with his excellency the minister and Hojjatoleslam Qara'ati, the representative of the imam, has taken place in the literacy movement. All the sisters and brothers of the literacy movement, who are among the most deprived people, will also soon be placed under the auspices of the Provision Organization.

Fortunately, the bill for all three has been presented to the Majlis.

The managing director of the "Provision" Organization was asked:

The primary goal of the military is to ideologize the personnel and to use only committed forces. Has the Provision Organization, which provides the military provisions, achieved this important concern?

He answered: Fortunately, ideologizing in the military is legal and natural and religious principle. With the cooperation among the various sections, including our political-ideological, security, and investigation offices and board of directors, we have gotten totally rid of the heretical Baha'i sect. The Organization fights corrupt and corrupting individuals decisively and eliminates those who are still against the revolution in various positions. For reconstruction and renovation, we succeeded in obtaining a legal hiring permit in order to inject new blood into the Provision Organization. One of the activities of this Organization was to employ a number of the disabled and self-sacrificing fighters of the revolution. In the future, a number of the disabled, committed, and faithful individuals will be absorbed by the Organization. He added:

We can now claim that a large stratum of those employees of the "Provision Organization" are hardworking, faithful individuals who serve the Islamic revolution and, God willing, will be the soldiers of our dear imam, the great Khomeyni.

Concerning the current productions of the "Provision Organization," he said: The Provision Organization has a variety of products, among them food products, packaging, hygiene products, various vegetable oils, sesame seed and olive oil, preserves, pickles, conserves, dishwashing liquid, and soap. In the area of textile products, various fabrics are produced. Presently, the Provision Organization, without new employment, based on the the commitment of our dear ones alone, has succeeded in reaching the highest mark in the production of food items and packaging in its 27-year history, through basing its work on participation, order, discipline, and law, which is the ideological foundation. In textile production, we have succeeded in reaching the highest average point in 10 years and we have also improved the quality. In the area of distribution, we have

the strongest and most secure distribution network. We hope, with the help of God, to continue this path and to implement the desired plan. In the area of providing raw materials for factories, we guarantee a minimum of supplies for one year and we will be able to respond to all the needs for which we are responsible.

In conclusion, he pointed out: Also, there are factories which continue their work without using foreign experts.

They include the match factory, with a capacity of 7,500 3-kg boxes per hour; shortening factory No 2, with the capacity of 60 tons per day, which have suddenly doubled the Provision Organization's capacity without foreign experts and with the cooperation of our brothers. Also, in the area of bread production, we have succeeded in creating 11 Lavash bread factories. And we are able to change Barbari bread which is often discarded into Lavash. Now, the needs of the military and other people in this organization can be taken care of.

9593

CSO: 4640/433

CONTROVERSY ARISES BETWEEN GREEK MAGAZINE, ATHENS, IRAN EMBASSY

Contested Magazine Article

Athens ANDI in Greek No 210, 23 Jul 82 p 7

[Text] Iraq's invasion by Iran has poured fresh Iranian oil on Middle Eastern fires. The ayatollahs have successfully retaken all territory held by Iraqi armies for 2 years and are now counter-attacking.

The export of the "Iranian revolution" to Arab countries surely is a good propaganda theme for Iranian soldiers, who are getting killed by the thousands on the battlefield. However, behind this one can discern the attempt to overthrow Saddam Husayn and the reinforcement of Iraq's Muslim Brotherhood. Many believe that the continuation of the war is helping--at least on a short-term basis--the stabilization of the Khomeyni regime, both through maintaining a climate of passionate nationalism and through keeping the Iranian armed forces at the country's borders.

For his part, Saddam Husayn surely does not feel safe; the price for an adventurist campaign which has ended in disaster will be--in the view of those familiar with Iraq's domestic policies--very high.

The two superpowers do not wish to abandon control of the situation, since everyone fears "mad" Khomeyni and the uncontrolled destabilization of the status quo in the region.

It is still too early to fully evaluate the consequences of Iran's intervention in the Beirut war. One thing is certain: Khomeyni cannot get--as he maintains--within firing range of Israel. Even if he wanted to....

Embassy Missive, Greek Rebuttal

Athens ANDI in Greek No 213, 3 Sep 82 p 9

[Text] We have received the following letter from the Embassy of the Iran Islamic Republic:

Embassy of the Iran Islamic Republic

In the name of God, the Merciful, the Compassionate.

Dear Mr Editor,

In deference to press freedom, we have the honor to request that, if possible, you publish the following as a reply to the article "Iran-Iraq: Fresh Oil on Middle Eastern Fires," published in your magazine on 23 July 1982.

The result of the imposed war between Iran and Iraq is the awakening of the peoples of the Middle East--an awakening that has troubled imperialists.

We are still puzzled by the fact that for 2 whole years our Islamic homeland, Persia, was squashed under the boots of Iraqi soldiers and no newsman or writer wrote anything about the invasion of Persia by Iraq; this invasion resulted in the massacre of thousands of men, women and children and even of older and sick people, and the destruction of mosques, churches and industrial installations. Now, however, when Persia is punishing the invaders and "sounding the alarm" for the fall of the servants and lackeys of international oppressors, some people are talking about "fresh oil on Middle Eastern fires." In its entire history, the Persian people have demonstrated that they do not leave the invader's attacks unanswered, not only driving him out of their hallowed territory, but also punishing him wherever he may go....

The export of the Islamic revolution and the operational methods of its exporters, who have set as their holy goal the fight and martyrdom to save humanity, has aroused the people in Islamic countries and has defeated oppressors from both West and East; for the Islamic fighters, this struggle is worth a great deal more than their life.

In Islamic countries the punishment of the invader, wherever he may be, is very meaningful and this constitutes a duty in every Islamic society. Thus the defense of Islamic borders will go on forever, and if the two-faced opportunists believe that they can exploit the absence of the fighters from the borders, they are very much mistaken.

We agree with the writer that "Saddam does not feel safe." We believe that he is moribund and that he must pay for his servility.

As for the superpowers, we must state that it is only you, the pusillanimous, who only worry about your welfare, who believe that they are important and constitute a danger. For those of us, however, who have set as our life's goal self-sacrifice for truth, for the institution of social justice, for the awakening of humanity, for the salvation of the oppressed or for the return to man of human values, the superpowers are a paper tiger. One calls "mad" those who have been overwhelmed by fear and those who sacrifice humanity to their dirty interests. Rest assured, however, that, as we mentioned above and as has been repeatedly emphasized officially, the way for Islamic fighters to reach the Zionist invaders' battlefield goes through Baghdad, and we hope that very soon, you will be witnessing this march.

At the end, the writer has already decided that "Khomeyni cannot get--as he maintains--within firing range of Israel." In other words, he believes that Israel is so strong that he cannot imagine how the popular forces can defeat it. Before the Persian revolution, many could not imagine how the shah could fall, despite his might and his means. But we saw that when a movement is supported by the people and is fighting for human ideals and popular goals, it will be victorious in the end. Thus, even Israel is not a country to be reckoned with in the face of the might of the united Muslim peoples of the region.

As Imam Khomeyni states, "if all the Muslims of the world unite and each pours a bucketful of water on Israel, Israel will be flooded."

Press Office

Embassy of the Iran Islamic Republic

Athens

For its part, ANDI must note the following:

1. The intolerant monopolization of "absolute truth" is a characteristic of absolutism, and from this viewpoint, ANDI finds it very difficult to find a common language with the zealous partisans of Persian pan-Islamism.
2. ANDI does not know too much about the sense of humor of Persian Khomeynists, but it finds the fact that they invoke the "freedom of the press"--which is not respected in their country--laughable.
3. ANDI does not know whether Persian writing makes use of quotation marks. For Greeks, at least, "mad" differs from mad.
4. ANDI doubts the fact that the people in charge of the press office of the Embassy of Iran know Greek, but it is unshakeably convinced that "to throw oil on the fire" can very well mean "to contribute to the process of destabilization."
5. ANDI feels the need to note some of its views concerning the subjects that seem to bother the writer of the letter:

--ANDI has unreservedly condemned the Iraqi invasion of Iran, considering it an unprovoked attack with purely hegemonistic motives. Moreover, it has very recently stated its opinion of the Baghdad leadership, calling it "Saddam Husayn's murderous clique." It happens, however, that it is not attracted by the Syrian version of Baathist "socialism" so much appreciated by the Tehran regime. And this appraisal is not at all mitigated by the massacre of thousands of "Muslim brothers" so often practiced by Tehran's great friend Mr Asad. And why, pray, should it be mitigated? The Islamic Republic of Iran is still standing only because it still has the possibility of torturing and massacring the Muslim fighters who contributed to the overthrow of the shah, whose repressive methods it has adopted and perfected. The fighting peoples of Iran--the Persians, the Kurds, the Azerbaijanis--know something about it....

--ANDI is sorry, but it is not ready to accept Iran's allegation that the planned invasion of Iraq by its troops constitutes protection of "Islamic borders" (sic!). It notes that Saddam Husayn attempted to justify the Iraqi invasion of Iran by invoking a certain need to protect his borders and his "legitimate" interests. Moreover--and here, the parallel is even more awful--Israel is practicing genocide among the Palestinians of Lebanon to protect "Israeli borders."

But this is not the only common point between Tehran and Tel Aviv. Just as the Zionist state is attempting with all its might to destroy the non-Jewish ethnicities of Palestine, the Tehran regime is attempting to continue oppressing the non-Persian peoples of Iran, depriving them of their right of self-determination. Just as the Zionist regime can maintain its existence only through preserving a war psychosis against some enemy, so does the Islamic Republic need a constant war against "infidels." An aggressive foreign policy and unbounded chauvinism are mutual characteristics of the two regimes.

Tehran may well make use of a strong anti-Israeli phraseology, but this does not prevent it from purchasing arms and spare parts from Israel to feed its war machine.

CSO: 4621/505

WEST BANK LEADERS DISCUSS EFFECTS OF LEBANON WAR

London AL-MAJALLAH in Arabic No 130, 7-13 Aug 82 pp 16-17

[Telephone conversation with the prominent West Bankers Ilyas Furayj and Bassam Shak'a; date and place not specified]

[Text] "The fate of the West Bank and Gaza is linked to the outcome of the Battle of Beirut. Israel's success in Beirut will be an overwhelming disaster for us here in the interior."

This is what AL-MAJALLAH was told by Ilyas Furayj, mayor of Bethlehem in the occupied West Bank and one of the most prominent Palestinians in the occupied lands. He is the only mayor of a large West Bank city to have escaped dismissal and house arrest to date. He ascribes this in part to his "moderation," for he is a Palestinian who favors mutual recognition by the PLO and Israel. He is therefore always contacted by American delegations that come to the West Bank and Gaza to learn at first hand the facts of the crisis.

Israel had not previously prevented an American or West European delegation from meeting Furayj, author of stirring statements that usually elicited harsh negative reactions from the PLO leaders and which he backed away from most of the time, ascribing what happened to a misunderstanding.

It was strange indeed for Furayj to receive a death threat from the local "village leagues" which function under the orders of the Israeli Government. And it was even stranger that it was disclosed to the world press. Perhaps Furayj felt there was an intention to depose him from his position as mayor of Bethlehem. So he got in touch last month with Gaza Mayor Rashad al-Shawa and they agreed to resign together as soon as the siege of the PLO leaders in Beirut ended. But the Israeli Government took the initiative this time and dismissed al-Hajj Rashad while retaining Ilyas Furayj. Thereafter Furayj no longer spoke of resigning, in fact he no longer expected to resign. The new Israeli plan encompasses more than such a step.

Furayj said in a telephone conversation with AL-MAJALLAH: "The activities of the towns in the West Bank will not continue under the present circumstances for more than 2 months, after which they will stop completely and the whole thing will be over."

As for the "present circumstances," they arose from last June's decree of Menahem Milson, head of the civil administration, prohibiting the towns from receiving money from any Arab source hostile to Israel without the permission of the civil administration. Moreover, decree No 973 requires that money coming from an Arab source be deposited in a bank account supervised by a seven-member Israeli committee. This action, in Furayj's opinion, means a suspension of Arab aid because the "Arab governments are not prepared to offer aid under these conditions nor are the towns prepared to ask for such aid in the light of this action." Since the towns do not receive aid from Europe or the United States, Furayj added, "they have been forced to halt development projects, as the town of Bethelhem has done. Other feeble activities will continue for 2 months at most and then stop. Furayj explains this will occur as part of the plan to weaken the town councils and force them to resign.

The civil administration has already dismissed most of the elected mayors in the West Bank cities and towns. Besides Furayj, the only survivors are Tulkarm Mayor Hilmi Hanun, Hebron Mayor Mustafa al-Natasha, and the mayor of Bayt Sahur. Furayj thinks he and the surviving mayors are "in the same boat." He consoles himself (with the thought) that the civil administration has retained one of the survivors as mayor of a large town like Hebron. However, this situation will not last long. The next 2 months will be decisive, after which the activity of the towns will cease spontaneously. Then the civil administration will appoint Israelis as mayors just as it did in the towns whose mayors they dismissed last March.

"Second War" in the West Bank

In still another telephone conversation with AL-MAJALLAH, Bassam al-Shak'a, deposed mayor of Nabulus, observed that blocking the entry of Arab money to the towns preceded the dismissal of the mayors last March. It was a measure designed to pressure the town councils and force them to submit. They have now confirmed it in a military regulation and accompanied it with a campaign to Judaize the towns themselves.

With the exception of Qalqilyah whose mayor al-Hajj Amin al-Nasr they dismissed last week and appointed an Arab to replace him, al-Shak'a says the mayors appointed by the civil administration in the other West Bank cities (Nabulus, Ramallah, al-Bira, Janin) are Israelis. He adds: "They are now aiming at breaking up the municipal functions and distributing them among official departments. They also brought in Israeli officials to administer some of the service departments after Palestinian officials refused to cooperate with the Israeli mayors."

Al-Shak'a points out that the civil administration's plan now being implemented is to control the lives of the inhabitants and sever their ties to the land and fellow citizens, disperse them, Palestinians and their leaders, fragment them, and frustrate all aspirations for the future.

The most powerful tool available to accomplish this is colonization. The West Bank together with Gaza is likely, in the almost unanimous world understanding, to be the place where the future Palestinian state will be situated. The

Israelis who oppose this are working to plant Jewish colonies on the West Bank and "thicken" the Jewish presence there so that it would not be returned to any Arab party within the framework of some future settlement. Israeli Minister of Defense Ariel Sharon laid the foundation of this approach when he was minister of agriculture at the end of the 1970s. He reinforced it last month when the extremist Zionist Tehiya Party led by the deputy Geiula Cohen joined the government coalition and Yuval Ne'eman, minister of sciences and development, was appointed party chief. Cohen, well-known for her extremism, was behind the decision to annex East Jerusalem, unite the two parts of the Holy City, and officially proclaim it as the capital of Israel. She was also behind the decision to extend Israeli legal control over the Golan Heights. And there are other plans that the party, which was formed about 4 years ago, submitted to the government, e.g., division of the water resources of the Litani River in Lebanon with the Lebanese Government.

The Tehiya Party bases its demand on the belief that southern Lebanon as far as Sidon is a part of "Old Testament Israel," and although it hasn't as yet demanded the annexation of southern Lebanon, it favors keeping the Israeli Army there for years.

In his first conference with Western newsmen, Ne'eman informed the LONDON TIMES last week that Israeli is now engaged in a battle for time. It knows the political pressures to evacuate the West Bank and Gaza will be great, "but if we create a Jewish presence there, as we have done around Jerusalem, the idea will become a reality."

Ne'eman added that what is happening in Lebanon is one of two wars which Israel is waging at the same time. The aim of the second war is to "create a situation in which it will not be practical to establish a Palestinian Government in any place other than Jordan."

The leaders of the Tehiya Party were accustomed to outbid Begin's government and they were always in extreme opposition on the right. They are against the Camp David accords because they call for the relinquishing of Sinai and autonomy for the Palestinians. It is reported in the Israeli press that a deal was struck between Begin and Tehiya whereby the prime minister in return for Tehiya's joining the government coalition pledged to build 6000 housing units and 7 new settlements in the West Bank and Gaza before the end of the current year. Tehiya completed a plan for the creation in Gaza of a new settlement comprising 250 families. In a striking statement, one of the party leaders said they will name this settlement Kol Sinai (=All Sinai). That means "some day we will regain what belongs to us" (i.e., Sinai).

Colonization operations were carried out in Nabulus a little while ago and they are now being extended to other regions. This is being done within the framework of construction projects that deprive Arab cities and towns of any future development and subject vast tracts of land to the interests of expansion, colonization, and military objectives.

Al-Shak'a says more than two-thirds of the land in the West Bank and Gaza are subject to Israeli use and colonization projects. After confiscating government lands and the properties of absentee owners, they have now begun to confiscate private property and lands on the pretext of security requirements. Then they turn them into farmland.

Within the framework of the construction projects, adds al-Shak'a, military orders were issued to control internal urban development and military committees were given the power of municipal councils. Instead of enlarging city boundaries and extending electrical power lines within them (these are the functions of the Higher Construction Committee which is headed by an Israeli), the Israeli civil authorities were given the power to shrink the boundaries of cities and villages.

Al-Shak'a says that what is happening is an actual 100 percent Judaization operation. The plan of the civil administration is to organize the affairs of the inhabitants against their own interests and future so that they will be forced to leave or surrender inwardly. "This is the philosophy of the civil administration: To gain possession of the land without the inhabitants. Then they want to establish a pure Jewish Zionist state. That is why they don't want to annex the West Bank and Gaza now."

One of these construction projects which is operating to the sole benefit of colonization is in the region of Jamma'in near the 1948 armistice lines. The project covers an area of 5000 to 6000 dunams.

As for the share of Nabulus in the new settlements, there is one thus far in which work is under way to set it up in Jabal Jizrin over an area of more than 1000 dunams. It was formed from confiscated private properties, despite a suit now being heard in the (Israeli) Supreme Court against the confiscation of private land in Jabal 'Aybal in Nabulus and the construction of an army camp there about 4 years ago.

It is now the turn of Bethlehehem and vicinity. Ilyas Furayj revealed the existence of a new construction map in the construction department. It was compiled from a map named "R.J.5" whereby a third of the land situated between Ramallah, Bethlehehem, Jerusalem, and the Jordan Valley together with five villages and town councils is placed under complete Israeli control. According to the map, as al-Shak'a pointed out, 40 percent of this land is set aside for colonization and military use, 50 percent for agriculture, and 10 percent for Arab urban and village development. Two Israeli settlements were founded last week near Bethlehehem. This was linked to the first civilian assassination in Bethlehehem that took place in one of its markets when an Arab youth attacked an Israeli official in the works ministry in Jerusalem. He shot and killed him with an army gun. The youth escaped and took up residence in Kuwait. He came back to spend the holiday with his family in the West Bank. He was shot in the head a mile from the new settlement.

Impact of the War in Lebanon

The people of the West Bank and Gaza are well aware of the important bearing that the war in Lebanon will have on their future. Hence they rose up, demonstrated, and confronted violent repressive measures by themselves. Many of them died as martyrs or were wounded. Hundreds were arrested as a precautionary measure, with the result that in the course of the confrontation the jails became choked with them. The authorities opened up new jails, including one in al-Farigha near Nabulus. 'Id al-Fitr became a day of universal sorrow after the

fierce battles that took place the night before in which fires broke out and clashes with the army involving shooting and use of tear gas occurred.

But the West Bankers admit the activity was not, in al-Shak'a's words, "on the scale expected or in a form consistent with the concerns and convictions of the West Bank or following the Battle of Lebanon." At the same time, however, they are convinced there is a deliberate blackout of news originating in the West Bank or coming from Lebanon.

Furayj explains why the uprising in the West Bank in protest against the invasion of Lebanon was not on the scale of the preceding one last March in protest against the dismissal of the three mayors: "The stick was thicker and the "repressive" measures harsher and firmer." However, he adds, "the eyes of the West Bankers and their hearts are with our people in Beirut. The continued shelling of quarters of the city has greatly affected the attitudes of the people and penetrated into their souls and their agony. The continuation of the Arab divisions in these critical times has produced a fierce desire for revenge in their souls."

Nevertheless, the West Bank has not quieted down. Early last month violence returned to the streets with demonstrations protesting the invasion of Lebanon. Nabulus alone offered three martyrs and a large number of wounded and detainees. Many meetings and demonstrations were held in the University of Najah, the most powerful being the one organized under the slogan "the University of Najah is a fortress of stone." The entire West Bank responded to the appeal of the national Lebanese armed forces and PLO for strikes at the beginning of last month. Al-Shak'a says: "The strikes succeeded brilliantly, which Israel did not expect because it believed the iron fist policy and bloody measures would destroy morale. Behold, the universal strikes exceeded the previous limits!"

The war in Lebanon is accompanied by violent actions by the occupation authorities in the occupied territories. They are tightening the screws on citizens, intimidating them in order to prevent them from traveling, destroying their interests, leaving them no alternative to getting in touch with the village leagues, and compelling them to join these leagues in order to use them in their internal intimidation operations, competitive struggles, and splits. This pressure gave rise to a fierce revolt against the leagues which assumed a violent character in 'Asira about 3 weeks ago when the citizens attacked the large tent that the village leagues and the civil administration had erected for a celebration. They smashed all the cars and burned the tent, breaking up the meeting.

All the West Bank and Gaza leaders are insistent on establishing an independent Palestinian Government under the leadership of the PLO, which the West Bank and Gaza are united in regarding as the only legitimate representative of the Palestinian people. Therefore, the West Bank is waiting for the initiative from Beirut where the PLO leadership lives. The West Bank supports everything originating there, although every angle allows for different interpretations.

The most outstanding thing to have come out of Beirut was the document that the head of the PLO Yasir 'Arafat signed and in which he recognized the UN resolutions relating to the Palestinian issue.

Ilyas Furayj was consistent with his previous stands when he told AL-MAJALLAH that he fully approved of the document. And he also told that to the American congressional delegation that visited the West Bank as part of its Middle East tour. As for Bassam al-Shak'a who has long been regarded as "king of the West Bank," he supports the PLO leadership as well as the positions it takes. He says: "Our leadership is now practically the foremost expression of the Palestinian will and 'Arafat is the head of the leadership. The subject of the document is clear, i.e., support for the UN resolutions and the Palestinians' approval of them. As for the recognition or nonrecognition of Israel, the matter was not brought up. What was brought up was America's recognition of the national rights of the Palestinian people and their leaders.

Al-Shak'a adds: "This is the starting point and basis for movement toward peace. It is natural that no one surrenders a bill of exchange until he receives his claim to it." Al-Shak'a thinks that by concentrating on whether or not the document constitutes recognition of Israel, the media shares in the continuation of the plot.

What is happening in the West Bank and Gaza then, confirms a clear truth which forms a powerful weapon in the hand of the PLO, i.e., it is the only representative of the Palestinian people able to perform this task. For everyone believes that the end of the PLO, although a theoretical assumption, means, at least for the near term, the end of the national independent will in the West Bank and Gaza. Everyone is proud of the steadfastness of the PLO fighters in the face of the fiercest military campaign in Israeli history. Everyone is very confident the PLO will be able to escape from their predicament and realize the desired political gains. Among them are Anwar Nusayba in Jerusalem who sees in the PLO an unshatterable symbol and Sam'an Khuri, editor of the Jerusalem newspaper AL-FAJR, who believes that the entire Palestinian people are the "infrastructure" of the PLO and that Sharon will have to annihilate every single Palestinian if he wants to destroy the PLO.

The initiative rests with the PLO.

5214

CSO: 4404/642

MILITARY COMMUNICATIONS IN LEBANON WAR DISCUSSED

Tel Aviv BAMAHAHE in Hebrew 7 Jul 82 pp 22-23

[Interview with Brig Gen Tzvi Amid, chief signal and electronics officer by Ya'ir Ben-David; date and place not specified]

[Text] The basic facts which confronted the planners of Operation Peace for Galilee did not treat kindly, to say the least, the IDF Signal and Electronic Corps. The difficult topography of the area in which the IDF fought--a divided mountainous area--on the one hand, and the large array of forces which took part in the fighting, the integration of the three services, air, sea, and ground, and the rapid advance of the forces on the other hand posed serious difficulties--perhaps more correctly, challenges--to the personnel of the corps in assuring good control and coordination between the forces, two elements on which success or failure on the battlefield is largely dependent.

"One appreciates communications only when it is missing; when it is available, it is accepted naturally," says the chief signal and electronics officer, Brig Gen Tzvi Amid, "but I permit myself to say that without a reliable and good control system the operation would have been impossible. I attribute its success in no small measure to our success in making available to the commanders a system of control of the quality we had established.

"The signal corps personnel," he adds, "displayed dedication and perseverance in its mission above and beyond the requirement, and as a result, despite the difficulties, despite the terrain condition and technical problems, the system responded to all the requirements and even beyond."

Not everything can be told about the role of the signal corps in the campaign. Actually, much more has not been disclosed than has, however even the little that can be publicized is sufficient to indicate the important role which the corps played in the operation. We went to the chief signal and electronics officer, Brig Gen Tzvi Amid, in order to hear this little bit.

[Question] Gen Amid, what was the signal corps' role in the planning of Operation Peace for Galilee?

[Answer] The signal corps participated in the planning of the operation from beginning to end. We were involved in the planning of frequencies and nets, composition of the forces, selection of control locations, and providing solutions to various problems. Actually, we appended a signal plan to all the planning stages.

[Question] This operation, more than in the past, reflected the inter-service cooperation between the air force, navy, and army. How did the signal corps cope with this challenge?

[Answer] This is not the first time that the signal corps had to cope with such cooperation. We also did this in the past, but I can say that this time the inter-service integration and coordination was on a much broader scale. The signal corps developed a doctrine for this requirement, and everything functioned in accordance with this doctrine. Generally speaking, I do not know all the special signal problems that were encountered in this integration. Of course, it is likely that there were technical problems--because ultimately we are speaking about technical systems--but there were no tactical problems. As far as the landing operation itself, the coordination and control in terms of the signal corps functioned very well.

[Question] To what extent were the modern systems and instrumentation of the signal corps used in the operation?

[Answer] In the operation we employed communications systems which we had already been using for some time, but this was the first time that they were operated on such a scale and under combat conditions. In part these are the systems which resulted from the directions of development and lessons which we learned from the Yom Kippur War. Unfortunately, I cannot elaborate on this subject, but I will note that for the first time a large part of the radiotelephone system which was used in the operation was digital-based. This is a completely new technology which permits better performance in the area, communications over long distances, and all of this while concealing the transmitted information.

[Question] During the fighting were there attempts to disrupt the communications of our forces by jamming the communications with electronic or other means?

[Answer] There were rather extensive attempts at communications jamming, primarily in those sectors and those stages of the fighting against the Syrians.

[Question] Were there counter-attempts on our part to disrupt the enemy's communications?

[Answer] Yes, we did not keep our hands in our pockets.

[Question] One of the missions of the signal and electronic corps during quiet times is the operation and maintenance of computers used by the IDF. Did the corps also function in this area during the operation?

[Answer] The subject must be divided into two parts. These functions were employed as in the past in everything connected with the computers in the field echelons such as the firing computer or computers installed in communications systems. The computers have proven themselves and were a great help to us. We likewise operated for the first time a computer which assisted the logistics system and contributed much to the alleviation of the burden which it shouldered during the fighting.

[Question] Do you have figures on the number of casualties among the signal corps personnel?

[Answer] Relatively speaking, the number of casualties this time was larger than we had been accustomed to in previous wars. The casualties were primarily from the officer group, at the battalion signal officer level. One of the reasons for this is that because of the nature of the area and the rate of advance, we operated heavy communications systems designed for communication with the rear, in very close proximity to the front line. In many cases we were forced to position them in the actual areas of combat in order to assure communications between the units and both the headquarters and the general staff echelons. I do not recall if we had ever in the past advanced such systems to the front line. This required the signal officers to actually be at the front line.

According to my figures, 6 signal corps personnel, including 3 signal officers, have been killed and 33, including 8 officers, have been wounded in the operation.

For anyone who still needs proof, these figures indicate that we are not exactly a rear-echelon service element.

[Question] It seems to me that some of the signal corps in the operation was not exclusively involved in providing communications under fire...

[Answer] Correct. We were and still are involved in additional services of no less importance to the individual. The first area is the telephone patrols. There are today in the area 3 patrols of the Ministry of Communications and about 10 of our patrols. Every such patrol which extends to Beirut, for example, has a complete system of equipments and personnel, and its operation is not simple. As of today tens of thousands of telephone conversations have been held by means of our patrols. We have tried to reach every soldier, although this is not always possible because of constraints in the area.

An additional area of concern to us is mail and packages for the soldiers. In this we have applied well the lessons from the Yom Kippur War, and the percentage of packages which now reach their destination is much higher than in the past. It must be understood that this task is not at all simple.

There were many changes in the location of the units in the area and in the composition of the forces. In addition, the roads were also blocked. There were days when the volume of packages reached about 20 tons a day. We had to "push" this volume inward, to command centers from where they were distributed to the units. I am aware of the fact that not every package among the tens of thousands of packages sent to the soldiers reached its destination. However, most of them did, and this was also not an insignificant achievement.

[Question] Is the signal corps already prepared to draw lessons from the operation?

[Answer] We dispatched research teams to the area already before the end of the first week of fighting. These teams, composed of veteran and experienced signal officers, spread out over the entire area and visited all echelons, and they brought us the first lessons. We established another team which will subsequently process all of these lessons. The work has not yet been completed, but we have already succeeded in crystalizing certain matters on which we will place special emphasis during the period of extracting the lessons.

[Question] In light of the existing uncertainty about the extent of the stay of the IDF in Lebanon, is the signal corps prepared to establish a permanent communications infrastructure in Lebanon?

[Answer] For a number of days now we have been vigorously involved both in the planning and in the implementation of such a communications infrastructure which will permit us to remain in the area while assuring reasonable operating conditions and while recognizing that the requirements of remaining and operating on a daily basis in the area are different from those during combat. It requires us to make various improvisations, some of which are already in the process of implementation. Since the existing communications infrastructure in Lebanon is very thin, we have serious work to do in this matter. We are prepared to build an infrastructure at a relatively high level while taking into account the possibility of an extended stay in the area.

5830

CSO: 4423/202

END